The Hong Kong Daily Press.

No. 8048 第八千零四十八號 光緒癸未年九月初三日 HONGKONG, THURSDAY, OCTOBER 4TH, 1883. 禮拜四 香港英十月四號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

October 2, ANTON, German steamer, 395, F. W. Schroder, Pakhoi 30th Sept., and Hoihow 1st October, General.—WIELER & Co.

October 3, OXFORDSHIRE, British str., 998, C. P. Jones, Amoy 1st October, General.—RUSSELL & Co.

October 3, KILLARNEY, British steamer, 1,060, H. O'Neill, Manila 29th Sept., 3,000 bales Hemp.—GIBB, LIVINGSTON & Co.

October 3, GLENELG, British steamer, 1,956, B. Quartly, London 15th August, *viâ* Penang and Singapore 26th Sept., General.—JARDINE, MATHESON & Co.

October 3, AMOY, British steamer, 814, E. Herrmann, Canton 3rd Oct., General.—SIEMSSEN & Co.

October 3, CATTERTHUN, British steamer, 1,480, T. Binstead, Sydney 10th Sept., and Port Darwin 23rd, General.—GIBB, LIVINGSTON & Co.

October 3, GEELONG, British steamer, 1,189, P. W. Case, Bombay 14th Sept., and Singapore 25th, General.—P. & O. S. N. Co.

October 3, BELLONA, German steamer, 789, W. Schaefer, Saigon 28th Sept., General.—SIEMSSEN & Co.

October 3, PEKING, British steamer, 954, Henermann, Canton 3rd Oct., General.—SIEMSSEN & Co.

October 3, ESPOIR, British gunboat, from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. OCTOBER 3RD.

Oxfordshire, British str., for New York.
Fortune, Siamese bark, for Bangkok.
Europe, French str., for Saigon.
Anton, German str., for Hoihow.
Hungarian, British str., for London.
Diamante, British str., for Amoy.
Atalanta, German str., for Chefoo.
Hermann, German bark, for Newchwang.

DEPARTURES.

October 3, KWANGTUNG, British steamer, for Swatow.
October 3, PICCIOLA, German steamer, for Singapore.
October 3, DIAMANTE, British steamer, for Amoy.
October 3, EUROPE, French steamer, for Saigon.
October 3, ESMERALDA, British steamer, for Manila.
October 3, HUNGARIAN, British steamer, for London.
October 3, YOUNG SIAM, Siamese ship, for Bangkok.
October 3, THERESE, German bark, for Newchwang.
October 3, ELIZA CHILDS, British bark, for Iloilo.

PASSENGERS.

ARRIVED.

Per *Anton*, str., from Pakhoi, &c.—48 Chinese.

Per *Oxfordshire*, str., from Amoy.—25 Chinese.

Per *Glenelg*, str., from London, &c.—Messrs. Duggan, Heather, Fisher, Dunn, and Case, and 350 Chinese.

Per *Catterthun*, str., from Sydney, &c.—Mr. and Mrs. White and child, Messrs. S. Reynell, Burnie, and Suppince, and 75 Chinese.

Per *Bellona*, str., from Saigon.—10 Chinese.

DEPARTED.

Per *Kwangtung*, str., for Swatow.—Mr. and Mrs. Thomas, 2 children and amah.

REPORTS.

The British steamer *Oxfordshire* reports left Amoy on the 1st instant, and had strong wind from Amoy.

The German steamer *Anton* reports from Pakhoi *viâ* Hoihow on the 30th ult., and had moderate monsoon and fine weather.

The British steamer *Geelong* reports light breeze and fine weather until abreast of Parasels when the wind suddenly veered to N.E. and blew very hard until arrived at this port with much rain and heavy sea.

The British steamer *Killarney* reports left Manila 1 p.m., Saturday, 29th ult., with a moderate N.N.W. wind which increased to a gale by midnight. Next 48 hours very heavy gale from East to N.E. with high broken sea and torrents of rain. Tuesday a.m. weather moderating set stormsails and steered North.

The British steamer *Glenelg* reports left London on the 15th August and arrived at Malta 24th and left same day; arrived at Port Said 28th, detained in Canal through P. & O. str. *Ganges* getting aground. Left Suez on the 30th and arrived in Penang on 17th ult.; left Penang 22nd and arrived in Singapore 24th; left on the 26th and arrived in port 3rd inst. Had strong N.E. gales with high sea during the latter part of passage.

The British steamer *Catterthun* reports left Sydney on the afternoon of 10th ult. arriving at Port Darwin on 22nd *viâ* Queensland ports. Left Port Darwin on 23rd arriving in port 3rd inst. To Breaksea Spit experienced strong Northerly winds and heavy sea; from thence to Port Darwin light S. and S.E. winds and fine weather. Thence to S.E. end of Luzon light wind and fine weather. On the 30th ult. passed Cape Calavite and met with the S.E. quadrant of a typhoon. On the 2nd inst. wind veering from S.E. to N.E.; from Pratas to port experienced strong N.E. monsoons with heavy confused sea. Spoke the str. *Woosung*, off Nugas Island and *Sarah Nicholson*, from Sydney to Manila.

AMOY SHIPPING.

September— ARRIVALS.
22, Picciola, German str., from Hongkong.
22, Roderick Hay, Brit. bk., from N'chwang.
23, Rachel, British bark, from Newchwang.
23, W. Minstrel, British bk., from Yokohama.
24, Merionethshire, British str., from S'hai.
24, Fokien, British str., from Taiwanfoo.
24, Swatow, British str., from Swatow.
25, Thales, British str., from Hongkong.
25, Minerva, German brig, from Yokohama.
26, Hailoong, British str., from Tamsui.
26, Don Juan, Spanish str., from H'kong.
26, China, German str., from Hongkong.
27, Douglas, British str., from Hongkong.
27, Seewo, British str., from Shanghai.
28, Jorge Juan, British str., from Hongkong.

September— DEPARTURES.
22, Miramar, British str., for Hongkong.
22, Sin Pang, Chinese g-bt., for Foochow.
22, Therese, German bark, for Hongkong.
24, Swatow, British str., for Shanghai.
24, Kwangtung, British str., for Swatow.
25, Fokien, British str., from Hongkong.
25, Annie, German 3-m. sch., for Bangkok.
25, Thales, British str., for Foochow.
26, Hieronymus, German bark, for N'chwang.
26, Kvik, Norw. bark, for Newchwang.
26, Hailoong, British str., for Tamsui.
26, Merionethshire, British str., for H'kong.
26, Don Juan, Spanish str., for Manila.
27, Formosa, British 3-m. sch., for N'chwang.
27, Anna Dorothea, Ger. bark, for N'chwang.
27, Hans, German bark, for Kobe.
27, Douglas, British str., for Foochow.
27, China, German str., for Tamsui.
28, Albatross, German sch., for Newchwang.
28, Hilda Maria, Ger. bark, for Chefoo.
28, Oscar Mooyer, German bk., for N'chwang.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ...$5,000,000.
INSTALMENT received on NEW SHARES ... } 926,765.62.
$5,926,765.62.

RESERVED FUND ...$2,500,000.
INSTALMENTS of PREMIUM received on NEW SHARES ...... } 698,336.43.
$3,198,336.43.

COURT OF DIRECTORS:—
Chairman—WM. REINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.

H. L. Dalrymple, Esq.	A. McIver, Esq.
A. Gültzow, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. H. Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.,
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 25th August, 1883. [87

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL............ £1,500,000.
RESERVE LIABILITY UNDER CHARTER............ £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON, Manager.
Hongkong, 1st June, 1882. [9

NOTICES OF FIRMS.

NOTICE.

MR. RUTTONJEE DADABHOY TATA is authorised to sign our Firm from this date.

TATA & Co.
1st October, 1883. [1812

NOTICE.

WE have this day authorised Mr. FRIEDRICH SEIP to Sign our Firm.

EDUARD SCHELLHASS & Co.
Hongkong & Shanghai, 1st October, 1883. [1803

NOTICE.

I HAVE THIS DAY established myself as a SHARE AND GENERAL BROKER.

A. F. DE J. SOARES.
1st October, 1883. [1800

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. G. A. GROSSMANN in our Firm CEASED on the 31st August, 1883.

GROSSMANN & Co.
Hongkong, 1st September, 1883. [1742

NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our business at this port, and all communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [1449

NOTICE.

I HAVE THIS DAY established myself at Takow and Taiwanfoo under the style of BAIN & Co.

A. W. BAIN.
Taiwanfoo, Formosa, 1st July, 1883. [1291

NOTICE.

WE Have this day admitted Mr. DE WESTLEY LAYTON as a Partner in our Firm.

BAIN & Co.
Taiwanfoo, 1st September, 1883. [1636

INTIMATIONS.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL AND GENERAL JOB PRINTING, every description of which is executed IN THE BEST STYLE and at SUCH PRICES as will bear FAVOURABLE COMPARISON with ANY IN THE EAST.

"DAILY PRESS" OFFICE, HONGKONG.

SUN SHING DEALER IN SILKS.

Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c., GOLD AND SILVER JEWELLER, ENGRAVER ON STAMPS, SEALS, &c., &c., No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.

SUN SHING. [1610

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial binding of every Size and Description, and Account Books ruled to any Pattern.
QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.

"DAILY PRESS" OFFICE, HONGKONG.

INSURANCES.

UNIVERSAL LIFE ASSURANCE SOCIETY.

ESTABLISHED 1834.

INSURANCES Effected for Life or Short Periods; on Joint Lives; and on the limited payment system.
For Particulars, apply to

LINSTEAD & DAVIS, Agents.
7th December, 1882. [16

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorised to INSURE against FIRE at Current Rates.

GILMAN & Co.
1st January, 1883. [18

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.
12th May, 1881. [15

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.
27th March, 1882. [692

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED). $1,000,000.

BOARD OF DIRECTORS.
LEUNG ON, Esq., President.

BAN HUP, Esq.	YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq.	Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1705

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
20th May, 1881. [2

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
27th March, 1876 [11

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.
16th November, 1872. [14

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
26th July, 1872. [13

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements	at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein	at ½ % Net per Annum.
On Coals	at 1 % Net per Annum.
On Petroleum in licensed Godowns	at 1½ % Net per Annum.
On First-class Chinese Tenements	at 2 % Net per Annum.
On Second-class Chinese Tenements	at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.
5th August, 1881. [17

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.

CHU YU CHEE, Esq.	CHANG SU HO, Esq.
CHING TO CHAI, Esq.	YIP YU TIN, Esq.

and ten others.
HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.
Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.
Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1102

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.
11th May, 1881. [16

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
January 1882. [958

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 6th October, 1883, at 2 P.M., at his Sales Rooms, Queen's Road,

SUNDRY HOUSEHOLD FURNITURE, &c.

Comprising:—
CRETONNE COVERED DRAWING ROOM SUITE, ROUND CENTRE TABLE, MIRROR, ENGRAVINGS, ORNAMENTS, CROCKERY, GLASS and PLATED WARE, WHATNOTS, BEDSTEADS, WARDROBES, CHEST OF DRAWERS, TOILET TABLE and GLASS, WASHSTAND and Service, CLOCK, HEARTH RUGS, CARPET, OFFICE DESKS, &c.
And
SUNDRY FURNITURE from Normal School.

TERMS OF SALE—As customary.

J. M. ARMSTRONG, Auctioneer.
4th October, 1883. [1824

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, (unless previously disposed of by private contract) on MONDAY, the 15th October, 1883, at 11 A.M., in Hongkong Harbour, on board,
The well known German Steamer "CHINA,"
of 648 Tons Register, with a pair of direct acting surface condensing Marine Engines of 120 Horse-Power, with all her Tackle, Apparel, and Inventory, &c.
TERMS OF SALE.—One third of the purchase money to be paid on the fall of the hammer, the remainder on completion of transfer, the Steamer to be at purchaser's risk immediately after being knocked down.
For Further Particulars, apply to the Undersigned.

G. R. LAMMERT, Auctioneer.
17th September, 1883. [1727

FOR SALE.

FOR SALE.

THE PROPERTIES Situated in Amoy, Kulangsu, Taiwanfoo, and Takao—formerly in the occupation of Messrs. ELLES & Co.
For Further Particulars, apply to

GIBB, LIVINGSTON & Co.
28th September, 1883. [1784

FOR SALE

GEORGE GOULET CHAMPAGNE CARTE D'OR, in Cases of 1 doz. Quarts.
Do. Do. 2 doz. Pints.
We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1882.)

JUNG & Co.'s Choice Qualities HOCK and MOSELLE, from $5 to $15 per Case of 1 doz. Quarts.

JOHN HOPKINS & Co.—LONDON "GLENGARRY" OLD SCOTCH WHISKEY, In Cases of 1 dozen Quarts, $6 per Case.

JOURNU FRERES Celebrated CLARETS, CHATEAU BELAIR, CHATEAU SOLLBERG.

PUSTAU & Co., Agents.
3rd October, 1882. [1820

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."
$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24 .... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.
CHATEAU LAROSE.
$12 .... per case of 1 dozen quarts.
LORMONT.
$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.

SIEMSSEN & Co.
Hongkong, 26th March, 1881. [20

FOR SALE.

CHAMPAGNE, 1874 HEIDSIECK & Co.'s MONOPOLE.

CARLOWITZ & CO.
Hongkong, 1st July, 1881. [1259

FOR SALE.

BEST QUALITY OF GOLDEN GATE AND WESTERN MILLS FLOUR, lately from San Francisco.
PONGEE SILK of all kinds.
Apply to

FUNG TANG, of Hee Cheong Ching Hong, 42, Bonham Strand.
Hongkong, 14th July, 1883. [1347

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [21

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [929

"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.
Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $8.50 per Case.

PUSTAU & Co.—Sole Agents.
31st January, 1883. [1453

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1882.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1883.

CHINA OVERLAND TRADE REPORT, the COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c., Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the LATEST AND FULLEST TRADE INTELLIGENCE, REPORTS OF MEETINGS OF COMPANIES, THE LATEST TELEGRAMS, together with the POLITICAL AND GENERAL NEWS of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

TO BE LET.

TO BE LET.

THE DETACHED FAMILY RESIDENCE, known as "BEAUREGARD," with Garden and Tennis Lawn attached.
The Corner House in ELGIN TERRACE.
SHOP and DWELLING in Queen's Road Central.
An OFFICE, 1 Queen's Road Central.
HOUSES at Spring Gardens, moderate rentals.
GODOWNS at East and West Points.
Apply to

LINSTEAD & DAVIS.
3rd October, 1883. [1814

TO LET.

"FAIRLEA," BONHAM ROAD.
OFFICES and COMPRADORE'S QUARTERS, in MARINE HOUSE.
Apply to

E. R. BELILIOS.
28th September, 1883. [1780

TO LET.

NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
"BISNEE VILLA," POKFOOLUM, Furnished.
Apply to

DAVID SASSOON, SONS & Co.
28th June, 1883. [29

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
3rd March, 1881. [1057

TO LET.

SPACIOUS GODOWN at BOWRINGTON, suitable for the Storage of Coal.
Apply to

DOUGLAS LAPRAIK & Co.
9th March, 1883. [496

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to

DOUGLAS LAPRAIK & Co.
1st February, 1882. [80

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.
For Further Particulars, apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.
1st August, 1883. [1450

INTIMATIONS.

W. BREWER has just received

SWEET CAPORAL CIGARETTES.

STRAIGHT CUT CIGARETTES.

SULTANA CIGARETTES.

A quantity of FINE ART NOVELTIES from America.

Very Fine Collection of PHOTOGRAPHS of popular beauties.

W. BREWER,
[27] Queen's Road.

CUTLER, PALMER & Co.

1815.—The year of our Establishment in Europe.
1847.—The year of our Establishment in China.
Cutler, Palmer & Co.'s **** COGNAC, the very best and oldest shipped.
Cutler, Palmer & Co.'s ***, **, * COGNAC.
Cutler, Palmer & Co.'s INVALID'S PORT, old and thoroughly good.
Cutler, Palmer & Co.'s SHERRY W.S. the best wine of its kind in China.
Cutler, Palmer & Co.'s Amoroso, Vino de Pasto, Vino Puro.
Cutler, Palmer & Co.'s CLARETS, Chateau Mouton, Larose, St. Estephe, &c.
Cutler, Palmer & Co.'s Agents have for sale The "Royal Charter" Champagne—selected for the Queen.
The "Carlton" Whiskey—two qualities, 11 and 5 years old, guaranteed.
All these are kept in stock in Hongkong, Shanghai, and Yokohama. Address for particulars: Messrs. Jardine, Matheson & Co., or Siemssen & Co., or Lane, Crawford & Co. at either place; and to Messrs. Bush Bros., Newchwang. [2061

CHOICE PORCELAIN AND BRONZE CURIOSITIES.
ANCIENT AND MODERN PIANOS, FURNITURE, PICTURES.
FOR SALE OR HIRE.

CASSUMBHOY, Opposite City Hall. [550

ESTABLISHED IN 1852.

L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,
ROOMS 20 AND 21, MERCHANTS' EXCHANGE, CALIFORNIA STREET, S. F.

N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.
The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [22

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,

HOLLIDAY, WISE & Co.
Hongkong, 11th April, 1883. [1706

THE CHUNG NGOI SAN PO (Chinese *Daily Press*), PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.
It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.
Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.
Sole Agents for Hongkong and China,

ARNHOLD, KARBERG & Co.
Hongkong, 19th November, 1881. [992

"JAPAN GAZETTE," YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

NOTICES TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship "GLENELG,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence or from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Two P.M., TO-DAY, the 3rd October.
Cargo remaining undelivered after the 10th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.
3rd October, 1883. [1821

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "LENNOX,"
having arrived from the above ports Consignees of cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods.
Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense.

JARDINE, MATHESON & Co., General Managers.
29th September, 1883. [1797

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "JAPAN,"
having arrived Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding her discharge or remaining on board after the 6th October, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
Consignees are hereby informed, that any Claims must be made immediately, as none will be entertained after the 10th October.

DAVID SASSOON, SONS & Co., Agents.
29th September, 1883. [1799

INTIMATIONS.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the Thirty first day of October next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.
17th August, 1883. [1549

A CARD.

PRIVATE BOARDING,
AT 16, ELGIN STREET,
TERMS MODERATE.
MRS. E. LILLEY. [1673

RECEIVED PER ENGLISH MAIL,
THIS DAY,
NEW MAP OF TONQUIN,
ISSUED WITH THE
"LONDON AND CHINA EXPRESS."

PRICE 25 CENTS.

KELLY & WALSH—HONGKONG.
27th September, 1883. [26

NOTICE OF DISSOLUTION OF PARTNERSHIP.

THE BUSINESS FIRM trading under the style of TSAN UN & Co., situated at Kum-Li-Un Wharf, Shanghai, has hitherto been carried on in Co-partnership with LI YU KEE, CHUN TSAN KEE, CHAU UN KEE, and KO SHING KEE. Now KO SHING KEE has willingly relinquished his share in the business of the above named firm by selling it to the other three Partners LI YU KEE, CHAN TSAN KEE, and CHAU UN KEE. The Accounts of the said firm were made up to the end of the twelfth moon in the eighth year of Kwong-sui, and the KO SHING KEE's Capital and Profits have been fully received and settled without owing to other firms either on account of Money Loan, Money Loan Association, Guarantee Account, and other money transactions. Should the business of the TSAN UN Firm hereafter be prosperous or otherwise, it will not concern with the KO SHING KEE of the YUEN FAT HONG. With regard to Money Loan, Money Loan Association, Guarantee, and other accounts the Parties who personally negociate the same will be responsible.
This is published in order to prevent future disputes.
Kwong-Sui, Ninth Year, 8th Moon, 20th day.

KO SHING KEE, of the Yuen Fat Hong.
[1753]

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to

HING LEE, 37, Tung Man Lane.
4th March, 1882. [664

HOP SHING & Co. ENGINEERS, BOILER MAKERS, COPPERSMITHS, BRASS AND IRON FOUNDERS, &c., NESS IRON WORKS.

Having this day commenced business, are ready to undertake work of the above descriptions under the Supervision of an EXPERIENCED EUROPEAN.
Orders executed with the utmost despatch and at moderate terms.

ENGINE ROOM STORE, WEST POINT, HONGKONG.
24th September, 1883. [1764

AFONG, PHOTOGRAPHER,

Has a LARGER, CHOICER, and more COMPLETE COLLECTION OF VIEWS, than any other in the Empire, the Copies of which are only to be purchased from this Studio or Messrs. KELLY & WALSH'S Store.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
The new PROMENADE PORTRAITS are now taken daily.

STUDIO, QUEEN'S ROAD, Nearly opposite the Hongkong Hotel. [62

INTIMATIONS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY, AND TAIWANFOO.

THE Company's Steamship "ALBAY,"
Captain Goddard, will be despatched for the above Ports TO-MORROW, the 5th instant, at DAYLIGHT, instead of as previously advertised.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.
4th October, 1883. [1822

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW

THE Company's Steamship "DOUGLAS,"
Captain S. Ashton, will be despatched for the above Ports on TUESDAY, the 9th inst., at DAYLIGHT.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.
4th October, 1883. [1823

THE LOGAN TRIAL.

A PAMPHLET, containing a full and revised Report of this trial, reprinted from the *Daily Press*, is now ready at the Booksellers and at this Office.
Price Fifty Cents.
"DAILY PRESS" Office.
2nd October, 1883.

GOVERNMENT NOTIFICATION.

THE Public are hereby informed that the Government Contractor for the removal of excretal matters from the City of Victoria has no control over, nor has he any right to interfere in any way what-ever with private NIGHT-MEN who are, or who may be employed by Householders.

HUGH McCALLUM, Sanitary Inspector.
Sanitary Office,
Hongkong, 1st October, 1883. 1806

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB is hereby convened for WEDNESDAY, the 10th October next, at 3.30 P.M.

SPECIAL BUSINESS.
By Order of the General Committee,

A. O'D. GOURDIN, Acting Secretary.
27th September, 1883. [1778

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

ON and after MONDAY, the 1st October, the hour of departure of the NIGHT-BOATS will be 5.30 P.M. from Hongkong and 5.00 P.M. from Canton.
By Order,

P. A. DA COSTA, Secretary.
29th September, 1883. [1790

MISS NELSON, Principal of the Raffles Girls' School, Singapore, returning to England at the end of January next, wishes to undertake the charge and Education of Children from the East.
Reference permitted to Lady WELD, Government House, Singapore.
The Right Rev. Bishop of Singapore and Sarawak.
Dr. ROWELL, P.C.M.O., Singapore.
Mrs. BIGGS, Chaplaincy, Malacca. [1792

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

ON and after the 1st October the PRICE of ICE will be reduced to 1½ Cents per Pound.

JARDINE, MATHESON & Co., General Managers.
17th September, 1883. [1724

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors,

JAS. B. COUGHTRIE, Secretary.
1st September, 1883 [1632

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS.

ARRANGEMENTS have been made for passing the Company's Steamers through the Suez Canal in Quarantine, thus avoiding any detention in EGYPT. The Homeward mails are now being landed at VENICE, but the Quarantine which is still imposed at this and all other Continental Ports prevents the landing of passengers, and those travelling by the Company's Steamers are advised to remain on board the vessel which calls at MARSEILLES en route—stopping a few hours only to discharge cargo—and proceed in her direct to LONDON, thus avoiding all quarantine delays and inconveniences. The passages of the steamers will be accelerated, and they will not call at MALTA or GIBRALTAR.

E. L. WOODIN, Acting Superintendent.
7th September, 1883. [1676

PURSUANT to an order of the Supreme Court of Hongkong, dated this day and made in virtue of Section 3 of Ordinance No. 9, of 1870 all Creditors of the late FLORINDA MERCEDES CARROLL, late of Macao, widow, and all persons claiming to be the next of Kin according to the Statutes for the distribution of intestate Estates of the said FLORINDA MERCEDES CARROLL, late of Macao, widow, deceased, living at the time of her death on or about the 29th day of July, 1882, or the legal personal representatives of such of the said next of kin as are now dead are hereby required on or before the 8th day of November, 1883, to come in and prove their CLAIMS at the Supreme Court House, Victoria, Hongkong, or in default thereof they will be peremptorily excluded from the benefit of the said order.
MONDAY, the 19th day of November, 1883, at 11 of the clock in the forenoon is appointed for hearing and adjudicating upon the Claims.
Dated this 27th day of September, 1883.

E. J. ACKROYD, Registrar.
BRERETON, WOTTON, & DEACON, 35, Queen's Road, Victoria, Hongkong, Solicitors in the Matter.
[1791]

NOTICE OF REMOVAL.

THE OFFICE of the YEE SUNG & Co., COAL MERCHANTS, hitherto at Ho TYE LOONG & Co., has been removed to First Floor above the KWONG SANG & Co., Wing Kut Street, No. 68, Praya Central.

YEE SUNG & Co., Coal Merchants.
18th September, 1883. [1733

FOR SALE.

FLOWER AND VEGETABLE SEEDS.

SUTTON'S FLOWER & VEGETABLE SEEDS.

SAN FRANCISCO FLOWER & VEGETABLE SEEDS.

SUTTON'S CONCENTRATED MANURE for Flowers and Vegetables.

"LE FLORAL" FRENCH MANURE, for Trees, Flowers and Vegetables.

MUSHROOM SPAWN.

RECENT WORKS ON GARDENING.

GARDENING TOOLS.

LANE, CRAWFORD & Co.

18th September, 1883. [632

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS.

PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

The Daily Press.

HONGKONG, OCTOBER 4TH, 1883.

MR. ITAGAKI, who is styled the Liberal leader of Japan, has recently returned to his native country from a tour in Europe, and has delivered an address at Osaka in which he gives the result of his experiences and observations abroad. It will be impossible for any European to read this address without a feeling of deep disappointment. It might have been expected that a man of intelligence and education, endowed with a patriotic spirit, and holding liberal principles, like Mr. ITAGAKI, would have been dispossessed of ignorant prejudice against foreigners by travel abroad, but on the contrary this prejudice seems only to have been confirmed and deepened, so much so that he says:—"England has long been counted the sanctuary of liberty. Seeing what we see, we may dub her now the assassin of freedom." This is the result of his observation of the treatment England accords to Asiatic races, more especially in her own possessions, as Hongkong, Singapore, and Ceylon. Of this Colony he says:—"The Chinese residing there are registered as British subjects. A mere glance at their life proves how utterly indifferent they are to England's encroachment upon their territory. They seem to regard the aliens as compatriots, and trade with them on friendly terms. They may occasionally complain of measures which they think encumber them in their toil for a living; but they are supremely lethargic as regards any political subject." He goes on, however, to speak of the harshness with which European peoples treat the Chinese, and says that, "dealing with the East, Westerns have arrogated to themselves the position of feudal nobles, and treat Asiatics as their slaves." A reference to Governor HENNESSY gives an indication of the source from whence the speaker imbibed some of his crude notions. He then goes on to say:—"In Singapore and Ceylon, both British-ruled-Indian provinces, the feature that struck me as most characteristic in either island was the abjectness of the indigens, who live in a state of voluntary servitude. And however patriotic and persevering some of them may be, they will be unable to remedy the evils consequent upon such a state of affairs; for people and parties are so classed as to render impracticable the adoption of any improvement. The dependence of the natives must augment instead of diminish; and there is no apparent possibility of the decline of British influence. I regret to have to say that the natives of the two islands have to work hard as the slaves of English rulers." It would be interesting to know in what way Mr. ITAGAKI supposes the natives have to work as slaves for English rulers. He has only to contrast the condition of the natives under English rule and that of those under their own rulers to see how much happier is the lot of the former than that of the latter; or he might satisfy himself as to the beneficent effects of English rule by comparing the condition of the native population of Hongkong with that of his own country, where commercial enterprise is strangled by official interference and exactions, and the people have no opportunity of raising themselves from a state of poverty. Possibly it was the contrast between the different standards of living prevailing amongst foreigners and natives that gave Mr. ITAGAKI the impression that the latter worked as slaves for the former; but if he did not know, the slightest enquiry would have informed him, that the natives are absolutely free in the disposal of their labour and that they are in the full enjoyment of the same legal rights as foreigners. He then goes on to deal with the question of the revision of the treaties with Japan, and says that to bring about the end he desires, "We shall simply have to follow the example of civilized nations, in regard to politics, law, and science, adopting what we find perfect therein, and generally striving after perfection. We must first introduce extraordinary reforms into our Government in such a manner as to astonish foreigners, and at the same time enlist their sympathies. The constitution must be so arranged that they will willingly abandon their claim to exterritorial privilege. Our only alternative is so to strengthen our navy, and maintain a warlike spirit throughout the country, that we shall be able to hold our own with aliens and compel them to conclude treaties with us in the event of war breaking out between their nations and ours." Of the latter alternative Mr. ITAGAKI speaks in vague terms, but on the whole seems to dismiss it as impracticable, though not without some apparent reluctance. As to the other alternative, that of the introduction of reforms into the Government, he looks forward to the promised institution of a National Assembly in 1890 as the measure which is to bring fruition to the labours of reformers, and concludes by expressing an earnest hope that his hearers "will take the greatest interest in politics, exerting yourselves to comply with the wishes of our beloved Sovereign, and working upon the foundation whereon to build a good constitution. When that is completed we shall obtain treaty revision without further difficulty, and do away with the aggressive attitude of Europeans in the East." While regretting Mr. ITAGAKI's prejudice it is impossible not to sympathise with his aspirations; and although the time when the exterritorial principle may be safely abandoned by foreign powers in their dealings with non-Christian countries appears far distant, in the meantime, as intercourse becomes closer and more frequent, and mutual misunderstandings are dissipated, the growth of a more friendly feeling than that evinced by Mr. ITAGAKI may be looked for. It is to be noted, however, that this gentleman is not oblivious of the difficulty of introducing reforms in his country. He says—"In Japan the standard of living is very low as compared with political attainments. We have Assemblies in every rural district; and the whole Administration is on the eve of improvement. But, I repeat, the standard of living is very low. In commerce our merchants are but peddlers, and we have no factories in the proper sense of the term. This is the result of want of co-operation between labour and capital. We have no big merchant or company. Falsehood is the favourite weapon employed by Japanese traders, who prey upon each other. Such a condition of affairs is nothing else than a barbarous fight. . . . . On the other hand, if we observe the march of politics in Europe we shall see that the wealthy classes often sacrifice their means to support the views of some able statesman, while the ignorant are willing to listen to the advice of the learned. In such circumstances it is easy enough to introduce reforms into the Government by the influence of society. . . . . . . Europeans are commonly disposed to risk their lives for the benefit of the community; and are generous in spending their money. This may, perhaps, be due to the conviction that the chance of gain exceeds that of loss. Japanese character is totally different. Japanese fail to realize that the promotion of the public advantage is really the advancement of their own; or that the protection accorded by society at large is much more valuable than that granted by a portion of it only." These remarks only too truly describe the state of things in Japan, and while it continues foreign powers cannot consent to place their nationals under Japanese jurisdiction, for however excellent Japan's new code may be in theory, the practical security for the strict and impartial administration of justice lies in a healthy public opinion. This security is as yet absent from Japan.

The French frigate *Tourville* leaves here to-day for Japan and the North.

We hear that Dr. Eitel, Inspector of Schools, is on his way out, and will be here early in November.

The P. & O. Co.'s extra steamer *Sumatra* was put into quarantine on her arrival at Singapore from Hongkong on the 25th ultimo.

The Agent informs us that the Messageries Maritimes steamer *Anadyr*, with the next outward French mail, left Saigon at three o'clock and passed Cape St. James at seven yesterday morning for Hongkong.

H.M.S. *Champion* and the United States corvette *Juniata*, which were sent to the Straits of Sunda on receipt of news of the destruction caused in that locality by the recent eruptions of Krakatoa, have returned to Singapore.

The British barque *Victor* left the Kowloon dock, and the French steamer *Godavery* the Cosmopolitan dock yesterday. To-day, the American barque *Furness Abbey* will leave the Kowloon dock, and the British steamer *Nelson* goes in.

Some short time ago (says the *Straits Times*) we noticed the discovery of some oil springs in Lang-kat, on the East coast of Sumatra, by Mr. Zylkers. This gentleman is turning, or has turned, his discovery to account by the formation of a Company in Java with a capital of 500,000 guilders, in 1,000 shares of 500 guilders each, to work the Oil Springs.

The Australians owe more to the Chinese than they imagine. The Chinese have been the pioneers in several industries both in New South Wales and Queensland. We note by a recent Sydney paper that tobacco cultivation is being largely engaged in in New South Wales by Europeans this season, owing to the success of the Chinese growers. Last year 380 tons of the leaf were sent from Tumut, and the average was over 60lb per ton. This year the tobacco crop is not so good, owing to the ravages of grubs.

The *Indian Daily News* says:—A new quarrel has broken out between Nepaul and Thibet. The Nepaulese possess certain trading privileges which the Llamas object to. The other day a mob of Thibetans at Lhassa attacked and destroyed every shop in the Nepaulese quarter of the city, and then set fire to the houses, a good many of which were burnt down. The Nepaulese Government has demanded redress for the outrage, and the affair will probably not be got over without difficulty. As Thibet is really a dependency of China, the Peking Government will probably by appealed to by Nepaul.

The San Francisco *Call* says:—"The Chinese Consul at the port of New York, by name An Yang, deems it a part of his official duty to offer his countrymen a little wholesome advice. He has had a circular printed in the Chinese characters, a copy of which he has caused to be put into the hands of every resident Mongol, in which, as we see its contents reported, he warns them against transgressing the municipal laws, and against the destruction of union and harmony among themselves through the formation of separate and exclusive clubs and confederations, and cautions them particularly against lawsuits, gambling, and opium smoking."

In view of the recent inflammatory utterances of the native press in this Colony, we understand that the Chinese newspapers were all warned by the Registrar-General on the 17th ultimo to be careful what they write, and they have attended to the caution.

A private letter received here yesterday from Canton states that one mercantile firm there has made arrangements to remove to Macao, being profoundly convinced that ere long the Chinese will make another attack upon Shameen. It is also believed in Canton that war between France and China is imminent, and large numbers of the wealthier Chinese residents have left the city and gone into the interior.

As will be seen by reference to our Police Court report, a Chinese lokang of our police force met with severe punishment at the hands of Mr. Wodehouse for aiding and abetting street gamblers, and taking a bribe from them. Lokangs have not the best of reputations for incorruptibility, and perhaps this may account for some of the difficulty which is experienced in putting down public gambling in the colony. The man's female relatives assembled in force round the precincts of the court, and they lifted up their voices and wept with such power on the sentence being passed as to interrupt the course of business, and they had to be put out of the Magistracy compound.

The refuse removal contractor does not seem to have been doing his work in a very satisfactory way up at the Peak, judging by a case brought against that individual at the Police Court yesterday by Mr. A. P. McEwen. The residents have evidently suffered a good deal of annoyance and inconvenience, and their thanks are due to Mr. McEwen for bringing the matter before the court. It is to be hoped that his action may have the result of procuring a better state of things, and as the Sanitary Inspector has promised to look to the matter this will probably be the case. At the same time we trust the refuse depôt which is to be made on the hill will be on some unfrequented spot.

The latest advices from Canton are that affairs remain quiet there, and there is no disturbance of any kind to report. It is stated that the number of Chinese soldiers on Shameen has been somewhat reduced, and the Chinese gunboats, of which there was a swarm in the vicinity until lately, have now nearly all cleared away to Whampoa or other places. The *Espoir* left Canton early yesterday morning, and was passed by the *Hankow* on the way down. The prisoner Logan was removed from the *Swift* to the *Espoir* and brought down here, arriving shortly after four o'clock in the afternoon. Immediately on his arrival he was landed at the Naval Yard wharf and taken up to the Gaol under guard of a file of marines.

The *Alta California* says:—"A place in the diplomatic service of the United States is not necessarily a bed of roses, as Mr. Foote, our newly-appointed Minister to Korea, is finding out. He writes to the State Department that his life in Korea is attended with many discomforts and privations. The only house he has been able to obtain is a rude one of wood and paper, with paper windows, and is situated in an undesirable location, in the midst of hovels and filth. The climate is marked by great extremes of heat and cold. The only fuel obtainable consists of the boughs of pine trees, and everything in the shape of food, except the simplest necessaries of life, has to be brought from abroad."

A San Francisco contemporary of the 29th August writes:—"Some weeks ago the daily press of this city published the fact that munitions of war from the East consigned to the Chinese Government were on the Pacific Mail dock in transit. Telegraph wires carried the news eastward and an enterprising New York reporter interviewed several manufacturers of firearms, securing their denial of any shipments of the kind mentioned. What the object of the denial was the public is left to judge. The cold truth is that rifles, cartridges, tent materials, etc., have been coming right along for many months in transit for Chinese ports, and yesterday 375 cases of cartridges and 100 cases of rifles and revolvers were put aboard the steamship *City of Peking* consigned to 'C. Schmidt, Shanghai, China.' Various other shipments of war material have been made to the same name and address."

The Korean Embassy to the United States arrived at San Francisco on the 2nd ult. by the O. & O. steamer *Arabic*. The *Call* says:—The legation consists of the following persons:—His Excellency Ming Yong Ik, Minister; His Excellency Hong Yeng Shik, Vice-Minister; So Kwan Bom, Secretary of the Legation; Percival Lowell, Foreign Secretary; Wo Hi Lang, Chinese Interpreter; T. Migavka, Japanese Interpreter, and five Korean attendants. The members of the legation are all men of the highest rank in their own country. The Minister, Ming Yong Ik, is a nephew of the King and brother-in-law to the heir-apparent. The Vice-Minister, Hong Yeng Shik, is a son of the prime minister of Korea. Wo Hi Lang, the Chinese interpreter, was a member of the Chen Lan Pin legation, the first Chinese embassy to the United States, and speaks English faultlessly. The Korean legation is the first embassy from that kingdom ever sent to a foreign country, and its coming may be considered the result of the negotiations of Commodore Shufeldt, whereby a treaty between the United States and Korea was signed, and several seaports of that kingdom, which had previously been closed, thrown open to the commerce of the world for the first time in the history of the country. England, Germany, and France are all striving for the Korean trade, but the United States has the bulk of it, this country being looked upon with great favour by the Koreans. On the arrival of an embassy from any foreign power into the United States, it is the duty of the federal officers to make a formal call upon them, and extend whatever courtesies they can to the visitors. In some states, notably New York and Massachusetts, it is the custom for the state authorities to do the same, but under the administrations of Governors Irwin and Perkins, this state did not follow the Eastern custom. The Korean legation will be visited at the Palace Hotel by the Collector of the Port, United States judges, and representatives of the army and navy. The members of the embassy, while resembling the Chinese to a great extent in features, are much finer specimens of humanity, being of much larger stature than the ordinary Mongol. The party will remain in this city for three or four days, after which it will proceed without delay to Washington.

The latest addition to the Glen line of steamers, the *Glenelg*, arrived here yesterday morning, and having paid a visit on board, we find she is a fine addition to this popular fleet. She is of the same general style as the rest of the fleet, enlarged and improved upon, and is in every respect a first-class boat. The following are her dimensions—360 feet long, 43 feet beam, with 24 feet depth of hold. She is 1,956 tons register, and can carry 4,000 tons of deadweight. Her engines are 550 nominal horse-power, and she can steam 14½ knots an hour with 60 tons of coal a day, and 11 knots with 30 tons. She has all the latest improvements for the shipping and discharge of cargo, and is fitted with Sir William Armstrong's patent steam steering gear, which is connected by a telephone with the engine-room and the Chief Engineer's room. She is commanded by Captain Bowden Quartly, who, now that Captain Gulland has left the Company's service for the *Claymore*, is Commodore of the "Glen" fleet. Her Chief Officer is Mr. Brass, formerly of the *Glenfruin*, with Mr. Howell, formerly of the *Glengarry*, Mr. Bannerman, and Mr. Culley as Second, Third, and Fourth Officers. She has six Engineers, Mr. Henderson being Chief Engineer. Dr. Grant, of Aberdeen University, is Medical Officer. The builders are the London and Glasgow Engineering and Iron Shipbuilding Company, and she is sister ship to the *Glengarry*, which arrived out here some time since on her first voyage. The Glen line is evidently making great strides in the way of passenger accommodation, and bids fair to become very popular with the travelling public. As in the *Glengarry* the poop of the *Glenelg* is of unusual length, and contains the passenger accommodation. There is a fine saloon fitted up charmingly in birdseye maple and satin wood, and the cabins, each with two berths, are roomy, and furnished with every provision for comfort. On one side there is a complete suite of apartments for ladies' accommodation, and baths and other appliances are provided on a liberal scale. In the two new boats, there has been introduced an innovation in the shape of second class passenger accommodation. None of the other boats have this, but on the *Glengarry* and the *Glenelg* there is a small but comfortable saloon under the bridge, which extends for a good distance amidships, and there are cabins with sleeping accommodation for eight passengers. The *Glenelg* was detained in the Suez Canal owing to the P. and O. steamer *Ganges* getting aground.

By the *Glenelg* yesterday morning, Mr. Duggan, the chief clerk of the Police Office, arrived from England, where he had been spending his leave of absence. Mr. White, the sexton of St. John's Cathedral, also arrived by the same boat, having been taking leave in Australia.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH CO.'S LINE.]

LONDON, 2nd October.

ANTI-FRENCH DEMONSTRATION IN MADRID.

An Anti-French demonstration has taken place in Madrid, making it necessary to guard the French Embassy.

POLICE COURT.

October 3rd.

BEFORE MR. H. E. WODEHOUSE.

REFUSE REMOVAL.

Chan Yuk Nam, Government Scavenging Contractor, was charged, on remand, by Mr. A. P. McEwen with neglecting to remove rubbish from his house in accordance with his contract, on the 22nd, 23rd, 24th, and 25th ult.

Mr. McEwen said that he lived at the Peak, where, in common with the other residents, he received a printed notice from the Sanitary Inspector to the effect that the removal of refuse would now devolve upon the Government Contractor, and acting upon this notice he ceased to provide for its removal, but on the days stated the contractor had neglected to do the work. The consequence was that an unpleasant odour was perceptible throughout the house. Upon inquiry he found that the number of coolies employed for the Peak work by the contractor was only four, two of whom where solely engaged in Government House. This number was wholly inadequate for the requirements of the residents, and complaints from them were numerous. It had also come to his knowledge that the defendant had been depositing rubbish in large quantities close to the footpath on the way to Mr. Anton's residence at the Peak in its vicinity.

After the remand, a copy of these depositions was forwarded to the Sanitary Inspector, who was subpoenaed.

Mr. McCallum appeared and stated that he would see that the contractor employed the necessary number of workmen in the Peak. A depot was being made on the north side of the hill for the reception of rubbish. The depot was far removed from any residences, and the rubbish would be burnt at regular intervals of twenty-four hours.

The defendant was informed of what had been stated, and the case dismissed.

BEATING SERVANTS.

Captain G. Wright, of the British steamer *Esmeralda*, was summoned by two boys on board his ship, Fung Atai and Cheung Achang, on a charge of assault.

Mr. Wilson, from the office of Messrs. Brereton, Wotton, and Deacon, appeared for the defence.

Fung Tai said he was assistant steward on board the *Esmeralda*, and while at sea on the 19th ultimo the defendant struck him on the head with a shoe he held in his hand, and he told complainant it was because he had not answered when called, after which Mr. Wright gave him several other blows. He had been on board three months and not been struck before.

The other boy said he was at work in the pantry when the captain came in and struck him on the head with a shoe, and he was not aware of any reason for the blow.

Captain Wright said he was sitting in a chair near the skylight, and he wanted a boy. He called out for the boy about twenty times, but got no answer though he could hear them talking below. He went to the skylight and saw one boy sitting in the saloon and the other doing nothing but talking. When he found they would not answer, he took off his slipper and threw at the second complainant, and the other then looked up and made use of an indecent expression in Chinese, upon which he took off his other slipper and threw it at that boy. The slipper hit the boy on the head, and when witness saw he had hurt him, he did what he could to relieve him. It was perfectly fine weather at the time, and the defendants could easily hear him, he was only calling for a cup of tea, and it was the duty of either to have attended to him. The two defendants were ship boys, and it was very common for them not to answer calls; private boys would do so.

Fined $2 in the first assault, and $3 in the second.

A CORRUPT LOKANG.

Chan Awo, P.C. 178, was brought before the court charged with receiving money from street gamblers under colour of office, on the 26th ult.

Mr. Wilson, from the office of Messrs. Brereton, Wotton, and Deacon, defended.

P.C. Man Singh, No. 502, stated that with P.C. Mitt Singh, 698, he was on duty in Market-street at 10.45 a.m. on the 26th ultimo, when he saw a crowd of gamblers in the street. He also noticed the defendant standing about six yards from the crowd, in uniform, and presently he saw a man come out of the crowd, go up to the defendant, and put some money in his hand. Just as the man had put the money into the lokang's hand he looked up and saw witness, and he at once gave the alarm to the gamblers, who cleared off at once with their gambling implements and money, and the defendant ran in another direction. Witness pursued the defendant, whilst Mitt Singh went after the man who gave the money, and each caught his man. The lokang threw down twelve cents and two cash when caught.

Mitt Singh corroborated.

Inspector Lindsay said he was at the Station when the man was brought there at eleven a.m. The man was not searched, but it was found he had put down seven cents on the window sill near where he was standing, as witness thought to avoid having them found on him when searched. His beat was on Bonham-road that morning from 10 to 2, and in being in Market-street, he was 200 yards away from his beat.

Mr. Wilson called two witnesses for the defence, one a lokang who was on duty in Square-street at the time, and a cobbler who was near by, but they did not prove much.

Inspector Lindsay, re-called, said there would not be much blame attached to the man for receiving money for lawful purposes on his own beat, but he had no business to be off his beat. He had been eight years in the service, and bore a fairly good character. If gambling was going on and the prisoner stood by without interfering he was guilty of a serious offence.

Mr. Wilson, for the defence, contended that the lokang might have been walking along the street slowly, and had noticed the gambling. If he had received a bribe it was probably a very small one; but it was most likely the charge, in this case, arose out of some feud.

His Worship considered the case proved, and that the offence was of so serious a character as to call for severe punishment, and he fined the prisoner $200, and in default of payment, committed him to gaol for six months.

BEFORE CAPT. H. G. THOMSETT, R.N.

LARCENY FROM THE PERSON.

Chun Asing, coolie, was charged with stealing a silver watch, a gold chain, and several trinkets, value altogether $65, the property of Mary Brown, of No. 19, Graham-street, on the 25th ult.

The complainant said she was walking in Queen's-road on the evening of the 25th when the defendant, as she passed him, snatched at her belt and obtained possession of her watch, chain, and trinkets. She called for the police, and pursued the man, who was caught by a constable in Lyndhurst Terrace.

Kate Dorking, also living in Graham-street, gave evidence of a corroborative character; she said the prisoner threw the plunder down, and another man picked them up and got off with them.

The defendant was an old offender, and he was sentenced to six months' hard labour.

We do not often borrow fashions from Germany, but there is one novelty, recorded in the *Drapers' Trade Journal*, which, if only for its preposterousness, is almost certain to find favour among the more "advanced"—a new euphemism for "fast"—girls of the present. It consists of the "attaching of a lady's visiting card to the shoulder-knot now in vogue," and when it is noted that each fair stranger by this means adds to her other attractions the charm of easy identification by passing admirers, its adoption ought to be assured.—*Globe*.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

"BANIAN" AND THE "A.D.C."

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—As "Banian" in your paper has denied that the last so-called farewell performance (whatever it may mean) was given by the A.D.C., will you kindly allow me to tell him through your columns that he is labouring under some mistake?

After reading his remarks I wrote to the Hon. Secretary asking him to deny "Banian's" statement, but the A.D.C. have refused to notice the matter on the plea that the writer writes anonymously.

I also informed the Hon. Sec. that, as my name had been used to attract a large attendance, I thought I had a right to say what should be done with the proceeds.

I have received from the present Hon. Sec. *pro tem.* an answer to the effect that, as the performance *was* given by the A.D.C., the proceeds belong to the A.D.C. general fund, so, instead of being sent to the different charities, as I wished, they will be, I am afraid, squandered on a burlesque. I say *afraid*, because I do not forget that a burlesque made the A.D.C. bankrupt, from which position I rescued them.

Many thanks to "Banian" for his good wishes. I resolved last season never to play with the A.D.C. again, and I deeply regret that I allowed myself to be persuaded to do so on this occasion.

The A.D.C. are already congratulating themselves that they can return to the *good old days (?)* when ladies were not admitted, quite forgetting what they owe to the ladies for their help. Have they got the good old artists now? I think not. —Yours truly, MAUD BERNARD.

Hongkong, 3rd October, 1883.

CHINESE COMMERCIAL ENTERPRISES.

The report of the China Merchants' Steam Navigation Company for last year is a much more modest document than we have of late seasons been accustomed to receive. The directors probably fully disburdened their minds about a twelvemonth ago of their grievances against officials, foreigners, and their own weak-kneed countrymen who had long withheld their confidence from the undertaking. And having in the meantime succeeded in acquiring the additional million of capital, the gentlemen who manage the company were no doubt in a better humour than they were a year since. They tell the shareholders very little of the business of the concern during the year. With a coolness that no foreign body of shareholders would submit to be treated with, they inform enquirers who wish to learn more than the meagre report given, that they may apply for further particulars to the head office in Shanghai. The office here and six others, with the Superintendents of Northern and Southern Trade, have been supplied with full particulars of the operations of the company. This reticence contrasts unfavourably with the ample details which all foreign undertakings of standing supply to the public, and also with the frankness which the directors of the China Merchants' Co. have displayed in the last two or three years. The change has almost a sinister look, and the directors must not be surprised if reports injurious to the company are originated by it.

The year that is embraced in the Report was not a good one for steamboat property in China, though the reason of its unprofitableness is to be found in other causes than that assigned by the Directors, namely, the Yellow River flood. Steamers did not make the same profits as in previous years because there were too many of them running on the coast. The competition among the different lines has been lessened by an agreement as to the rate of freight. Still, trade has been so dull this year that it seems doubtful to outsiders if steamers are doing more than paying their running expenses. Nevertheless the building of new boats goes gaily on, owners, with that abundant faith in something turning up in the future which has always characterized the China trade, having apparently persuaded themselves that things must soon mend. The China Merchants' Company expect two new steel vessels which will bring their fleet up to twenty-seven steamers, a number that they consider sufficient for the trade of all the ports now in use. The million of taels of additional capital which was raised at the end of last and the beginning of the present year was to be applied to the construction of new steamers. But only a portion of it, how much we are unable to say, has been devoted to that purpose. The King of Korea has apparently received Tls. 210,000 of it by way of loan. Now, it would be interesting to know what security the Korean monarch gave for this money, what revenues, mines, or dues he assigned, to the payment of either principal or interest, and what rate of interest the obliging China Merchants' Company contented themselves with. Considering how highly China has to pay for the insignificant amounts she has borrowed from foreigners, and the complete way in which control over the Customs revenues that are mortgaged is withdrawn from Emperor and mandarin, the China Merchants' Company ought to have been at least as exacting in Korea as the foreigner is in this country. And, considering that the steamboat company last year earned sufficient to pay a dividend of twenty per cent. to its shareholders, and this year ten per cent. on a doubled capital, it should have required a very heavy rate of interest from the Korean King. We suppose that the shareholders do not interpret the constitution of the company very strictly, and that this loan to Korea, though quite contrary to the by-laws, will pass as unchallenged as the investments in mining shares to which we took exception last year. These last have been slightly reduced, but still amount to Tls. 215,000. Shares in the Kaiping Mining Company which ranged from 150 to 200 premium in 1881 and 1882 are now quoted at 12½ per cent. discount, and very unfavourable reports as to the future of the undertaking have from time to time come from the north. The Chinese seem to have tired of it, as they do of anything that does not show immediate results, and, as Li Hung-chang has probably been repaid his advances, no one is now particularly interested in carrying it on, except the shareholders, who, being principally in this province, can practically do nothing. The China Merchants' Co. would suffer by the failure of the Kaiping mines, but any loss it may sustain thereby will no doubt be leniently viewed by its patron the Viceroy of Chihli. The other mine in which the Company is interested is still little more than on paper, and its shares are therefore quoted at five per cent. premium. There is a notable increase in the investments in wharves and land, due, no doubt, to the spacious and ugly godowns erected last year at Kin-le-yuen. Nothing is said in the report of the sale of the Ningpo Wharf for Taels 350,000, therefore we must conclude that it was made after the year's accounts had been closed. We cannot congratulate the Company on this last report as we did on the one of last year.

This steamship Company and the two mining Companies to which we have referred, are the principal undertakings in the north in which natives have engaged. There have been rumours now and then of a rival steamer Company being established, but it is difficult to learn how much truth there is in these. We were, however, informed some time ago with an appearance of authority that land and frontage for river-side premises for a new Company had been purchased at Tientsin. We should doubt, seeing the impoverishment which floods and other disasters must bring on large districts in China, whether anything more will be done in the matter, at all events for some considerable time. The telegraph is a Government affair, and lines are now advertised as being open to within twelve miles of Peking, while those to the South are being rapidly constructed. Locally no new enterprises have been entered on this year. But one of the Glass works is now ready to manufacture its wares, and we believe two Paper-mills are advancing to completion. The Tannery premises have been rebuilt and operations have been commenced on a small scale. The Cotton-mill, which is to be erected a few miles down the river, is referred to in our commercial report of to-day. It belongs to Chinese connected with officials and is consequently favoured by them, and is understood to have been started with a sufficient capital. But some others of the local industrial undertakings are greatly in need of funds to go on with. The process of forming such companies here is similar to that in use all the world over, where speculators are busy. A few Chinese form an association and draw up a prospectus in which a capital of several lacs of taels is set for in the most light-hearted manner. Some capital, at all events, is subscribed, and with it a site is purchased, generally from one of the promoters who had bought the land previously at a lower price, and is immediately mortgaged to pay the cost of the earlier building operations; and mortgages are heaped on the buildings as long as people can be found to lend money. It is exactly the process by which speculative builders at home run up streets and districts. Those who credit China with being the originator of many of the arts and scientific inventions may perhaps find it worth while to ascertain whether she is not also the mother of financing. This plan is, however, scarcely suited to undertakings which require capital to carry them on successfully, and this the Chinese are finding out. But they are so averse to using their own money, and so accustomed to lean on foreigners in financial matters, while obstinately bent on retaining the management of mills and factories in their own hands, which will prevent their receiving assistance from foreigners, that it would not surprise us if some of their undertakings were not proceeded with.—*N. C. Herald.*

FROM SHANSI TO YUNNAN.

[NOTES OF A JOURNEY THROUGH CHINA.]

January 2nd (continued).—We are getting on marvellously well, though slowly. Fifty to sixty *li* a day is not travelling quickly, but it is not wearisome, as long stages of eighty to 100 *li* are.

I find that my head-coolie is an intelligent Szechuanite who has been to Thibet and Nepaul, and was at Ta-tsien Li when I was there. He tells me that the authorities on this side of the border, or in Chinese Thibet, so oppress the Thibetans that very few of them are left along the road, all the houses are in ruins, and the official Kung-kuans are uninhabitable. The Imperial Residents at L'hassa make such exactions wherever they can that it is impossible to induce the Thibetans to remain on this side of the border. Beyond Batang, however, everything is much better; the Lamas do not oppress, and when an official passing presumes to exact money from the people, they turn about and punish him rather severely. In one case they smashed the chair and threatened the person of a Resident, and compelled him to disgorge some three thousand taels he had exacted from the Thibetan chiefs along the road on his way to L'hassa.

January 3rd.—Breakfast early, and substantial. Off at 7.28; up Broad Street; out by the west gate, and zig-zag up a ravine till we reached the upper plateau, over which we travelled easily. Walled towns and villages were visible here and there right and left; clumps of trees as usual marked the resting-places of the dead, and the mountains north and south loomed up in the distance through the morning haze. The weather was smartly cold, and walking was practised by many who would rather have ridden. We halted for a rest at Yitien Chên, a walled town of some 120 families, a few poor inns, and a fair just starting, which is to last ten days. The distance travelled is called 30 *li*; I make it only 24. The thermometer here gave a reading of 25°, and the weather promised to be delightful. On marching again we had some up-and-down work for an hour or so, when we reached Yao-wa Ko, a village of caves and other dwellings, with a small Roman Catholic church on the cliff hard by, having three pinnacles with crosses above them, forming a sort of foreign building, with parsonage in front, like a small country church, and a vicarage, if I remember rightly. We crossed a ravine over a small stone or brick bridge, called Lu-pan Chiao. At noon we passed a tablet erected by the roadside indicating that Wu jah-yuan was some 40 *li* south. It is a noted place where the great statesman and counciller of Liu Pei, Chu-ko Liang, died. He is more familiarly known as K'ung-ming, and is renowned and revered by all classes of Chinese.

The mountains on our right were only five to six *li* off, in my judgment, and those to the left some 40 or 50. Towns and villages were visible right and left as we approached the city in which we were to halt. We entered by the east gate, and halted at our official quarters, having done another 24 or 25 *li*, or say, 48 *li* all day.

This city is called Chih-shan Hsien. Coals, I am told, are found in the mountains on both sides of the plain, some 100 *li* or more distant, and are sold here at seven or eight cash a catty. I am told that the magistrate is a man renowned for his uprightness of spirit and conduct. He is a native of Szechuan, and has seen considerable military service in this province, Shansi, as well as in Kan-suh. He has been some five or six years at this place, and is likely to remain some few years longer. There is a fine *pai-fang*, beyond the east gate, erected to the memory of a widow who distinguished herself by her steadfastness in widowhood. When the *pai-fang* was about to be erected, something happened to prevent its completion several times, so the people supposed that she had not been a faithful widow. On this she brought forth a sword, and putting forth her hand to her relatives, said, "When I was once inclined to re-marry, and renounce my widowhood, I cut off my fore-finger, as you see, to make me feel sore, and I thus managed to overcome the temptation." On seeing the maimed hand, her relatives called on her to swear before heaven that she has remained virtuous, which she did; and the *pai-fang* was then erected with alacrity and great rejoicings. This place has been historically famous ever since the time of the Three Kingdoms, when the great Chu-ko Liang opposed the advance of the celebrated Sze-ma Yi, who led the army of Tsao Tsao like a god: *yung ping ju-shên* is the Chinese way of saying it, so I am led to conclude that Kung-ming must have had superior abilities to those possessed by ordinary gods, seeing that he was capable of resisting the invasion of Shoh by a divinely led army. Be that as it may, Kung-ming died here, I am told, of age and sickness, but his army still inflicted various defeats on the enemy.

Hearing a good report of the magistrate and of many worthy deeds done by him since his incumbency of this hsienship, I ventured to call on him personally, and my astonishment may be imagined when I recount that the worthy Hsien was no other than my old friend and companion at arms, Hu Shen-yee, native of Ching-ching Chou, Sze-chuan, who for two years or so, during my first campaign in Kuei-chou, was paymaster to the An-ting Rifle Brigade, of the Sze-chuan Army Corps. My friend Hu received me with many marks of joy and much pleasure, reminded me of the time when we messed together at Chung-an Kiang, where food was so scarce and dear, and of the stratagems we had to resort to in order to keep soul and body decently together. Friend Hu's *pieh-hao*, or *nom de plume*, is Hung-ping, which I remember very well, although I had forgotten his regular official name. Hung-ping is a great admirer of Chu-ko Liang, and has in consequence spent large sums of money in perpetuating the great statesman's name and memory at the place where he is said to have died, and which is called Wu-jang Yuan, and is some 40 to 60 *li* south of this. His army was encamped on the hills there, whilst the army of Sze-ma Yi encamped near the River Wei, or Yü Hung-ping is the very image of a *bon vivant*, full of happiness and contentment. He is now fifty-one years old, has four grown-up sons, married, and some daughters, besides four grandsons and four grand-daughters. He did good service in these parts, many years ago, against the Mahomedan Rebels, with the Yi-tze Brigade, commanded by Wang Tao-t'ai; and he has gained quite a famous reputation in the locality.

January 4th.—Friend Hung-ping having sent me a written invitation to dine with him to-morrow, and called personally to back up his invitation, I am at anchor for the day, and am receiving great attention. My men are also being properly looked after, and having their wants supplied in a most liberal manner. Yang Ho-sheng is delighted, and Mong-wei just astonished at the abundance of good things bestowed upon us. Furthermore, the weather has become most delightful and mild, and one might suppose us on the Sze-chuan side of the mountain range. Crows are cawing, magpies chattering, and sparrows chirruping in the trees round about, and all creation appears to be joining hands with our worthy host to make us feel comfortable and happy.

I have had an interview with a young lady named Carp, who is a native of northern or central Shansi. She tells me her father is blind, her mother crippled, her sister-in-law squints, and she herself is afflicted with goitre. She was betrothed to a young man who had a tile off, or was something short of a shilling, and she consequently declined to become his wife, preferring to become the concubine of another. She was not allowed much choice in the matter, however. According to her account, she was invited to spend a few days with a cousin in the country, where an uncle called to bring her home again, as he said; but when he got her into the cart he drove off to the Capital, Tai-yuan Fu, selling Miss Carp's jewellery to defray the expenses of some four or five day's journey. Arrived at Tai-yuan, she was taken to an aunt, or someone who called her niece, whence she was sent out daily to the official go-betweens, who took her round for inspection to various parties requiring female servants or concubines. Thus she was exhibited for some days, when she took a dose of opium to end her unpleasant existence, but was rescued by the application of an antidote, and was finally sold off for some seventy taels, twenty only of which fell to the share of her miserable uncle and aunt.

January 5th.—Brother Hu's attentions did not cease with the dinner at his yamên, but I was invited to take breakfast this morning before starting, and a bowl of new milk awaited my awakening to be drunk. A present of a fine young mule and a bronze incense urn of the Chou dynasty, together with some eatables, were also sent me for the journey. An unpleasant rumour, however, had got abroad that the magistrate of the next stage, Tung-chiang Hsien would not entertain or in any way accommodate me, as he had been informed that I was a false official, or an impostor travelling under false papers. Thinking that my wretched enemy of Tung-kuan might have sent on a false alarm, I thought it right to call and see Hung-ping before starting, and having sent around to see if he was up, I soon got an invitation to step over, and did so. Then I learnt that such a rumour was abroad and had been brought on by word of mouth of some courier; but brother Hung-ping assured me that the worthy magistrate of the next stage would not dare to disobey the orders he had received with regard to my entertainment, and that some *wei-yuans*, arrived from Tung-chiang last night, laughed at the notion when they heard who I was, and my antecedents. Thus re-assured, I started on my way.—*N. C. Daily News.*

A RELIGIOUS STORM IN A TEA-POT AT SINGAPORE.

During the last two or three months, a curious rumour has been current at Singapore, and caused some discussion, to the effect that His Excellency the Governor, who it is well known is a most zealous Roman Catholic, had promised to present to Bishop Gasnier and the Roman Catholic community, the whole of the site of the Old Gaol, for the erection of a grand Roman Catholic Cathedral, suitable to a community with a Governor and a Chief Justice who are both Roman Catholic. We did not notice the rumour at the time, partly because we did not believe it, for more reasons than one, and partly because we considered it eminently undesirable that this smiling "Isle of Eden" should become the scene of religious dissensions or a war of creeds. It appears, however, that the rumour has reached home, for we have had handed to us a number of a religious paper entitled *The Christian Commonwealth*, dated 23rd August, which contains the following paragraph:—

"ROMANISM IN SINGAPORE.—We learn that Governor Weld, of Singapore, who is a Roman Catholic, is about to give to the Roman Catholic priests part of the ground of the old gaol—said to be worth 100,000 dollars in the open market. Whilst he could not give 1,000 dollars without the consent of the Legislative Council, he may give land to any one to the extent he pleases, subject only to the sanction of the Secretary of State for the Colonies. The regulation which permits the Governor to dispose of land in this irresponsible fashion is certainly a very extraordinary one, although we cannot be greatly surprised at his taking advantage of it. At the same time, a public official who rightly understood his position, would never think of stretching his powers to favour his own religious party at the expense of the community in general. We hope Lord Derby will teach the Governor a lesson by declining to ratify his action. The Rev. Dr. Badenoch has addressed to Lord Derby the following letter on the subject:—'My Lord,—I have just been informed that Governor Weld, of Singapore, proposes to give to the Roman Catholic Church, at Singapore, a part of the ground of the old gaol, at Singapore, worth in the open market about 100,000 dollars. I am also informed that the Roman Catholic bishops and priests must be French subjects. I desire to express the earnest hope that the proposal will not receive the sanction of your lordship or of Her Majesty's Government.' This 'earnest hope' will certainly be shared by all true Protestant in this country. The Roman Catholics should have the same religious rights as other religionists, every Christian will admit; but they ought not to be favoured above others, and this they often are even by our own Government."

From this paragraph, which is certainly not in the best taste and is scarcely consistent with Christian charity, it is evident that Protestant zeal at home has taken alarm, and it is certain that Singapore and its Roman Catholic Governor will ere long receive some notice in the Home press in consequence, and will become the subject of question and answer in both Houses of Parliament when next they meet. It is, therefore, desirable in the interests of fair play that the real facts of the case should be made known, and these we have ascertained to have been something as follows. Some months ago, at a meeting held to collect funds for the enlargement of the Roman Catholic Cathedral, it was stated, we believe correctly, that Sir William Robinson had expressed his willingness to give a moderate extension of ground to the Roman Catholic Church and Bishop's House which are much cramped for room, and that Sir Frederick Weld had confirmed his predecessor's action and had promised when the time came to make a recommendation to the Secretary of State accordingly. The value of the land will not, if so granted, in the least degree approximate to $100,000. We understand that His Excellency proposes out of the land in question to construct a street, to allow the Municipality to make a cutting to straighten the stream, and on this work preliminary action has been already taken, and to widen and improve the corner at Stamford Road, leaving a small public garden on the side of Bencoolen Street opposite Dhoble Green. This will throw open the ground in the front of the proposed site for the New Museum. The remainder of the land will probably be sold in blocks for good houses and gardens unless needed for any public purpose.—*Straits Times.*

LATE TELEGRAMS.

The following telegrams are taken from Sydney papers received yesterday by the E. & A. steamer *Catterthun*:—

LONDON, 30th August.

The Irish National League has thanked the Messrs. Redmond for their exertions in Australia in the cause of the League, and has eulogised the splendid generosity of the Irish-Australians in subscribing to its funds.

Mr. Parnell, M.P., has predicted that the Imperial Cabinet will shortly introduce self-government into Ireland.

The guerilla bands concerned in the recent rising in the northern provinces of Spain have been forbidden to cross the Pyrenees into French territory.

PARIS, 5th September.

Advices from Noumea state that the war steamers *Brunt* and *D'Estrees* had left for the New Hebrides, to protect the interests of the French New Hebrides Company at those islands.

LONDON, 5th September.

The death is announced of Mr. Charles M. Norwood, member for Hull in the House of Commons, and chairman of the Associated Chambers of the United Kingdom, at the age of 58.

We take the following telegrams from the *Englishman*:—

RANGOON, 31st August.

Early this morning Messrs. Gerber Chrestien and Company's rice mill at Poozoondoung was completely destroyed by fire. The damage is estimated at about five lakhs of rupees. Nothing is known as to the cause of the fire.

CAPETOWN, 5th September.

Cetewayo, who with a strong force is still in the reserved Territory, has summoned the Usutu tribe to join him, and maintains a defiant attitude towards the British Resident.

GENEVA, 10th September.

The Swiss Federal Government have expelled the Salvationists, Miss Booth and Miss Charlesworth, from the country.

LONDON, 11th September.

It is announced that the East Indian Squadron has arrived at Zanzibar.

The press severely comments on the serious error in the Reuter's telegram, (regarding Ilbert's Bill) dated Simla, Friday last, and therefore believed to be official. The telegram stated that the total number of opinions was 140, being 114 in favour of the Bill, and 29 against it. After the full analysis published in yesterday's *Times*, Reuter to-day explains from Simla that 26 was an error in transmission for 206, but he does not explain how the total of 140 was obtained.

BOMBAY, 12th September.

The *Times of India* publishes the following special telegram from London:—Reuter's Simla correspondent has sent home an extraordinary telegram as to the result of the opinions on Mr. Ilbert's Bill. He talks of an immense majority in favour of the Bill, 114 opinions being, he says, in favour of the principle of the Bill and only 26 against it. This telegram is fully exposed in the *Times* this morning, in a despatch from its Calcutta correspondent, who gives a figured analysis of all the opinions. The *Times* correspondent is assured

that Reuter's Agent at Simla has been nobbled by Government. The whole affair is considered to reflect discredit on the Government of India and to be dishonest on the part of Reuter. The *Times*, in a leading article to-day, Tuesday, upon Reuter's garbled version of the opinions on Ilbert's Bill, says that this tampering with a public channel of news is a most mischievous innovation, which, unless checked, will leave such a stain on Lord Ripon's rule as all the well intentioned sentiment of his measures will not suffice to efface.

We have been at the pains to classify the whole of the opinions, not including those of Heads of Governments, and the result we have arrived at is as follows:—

Of 222 opinions of Europeans, 13 are in favour of the passing of the Bill, 36 are in favour of some sort of compromise, and 173 are opposed to the passing of the Bill; while of 64 Native Opinions, 49 are in favour of the passing of the Bill in some form or other, and 15 are opposed to it.

CAIRO, 12th September

The expedition of General Hicks started for Kordofan on September 8th, and reports have been received from him that the Mahdi's religious influence has been broken up.

ALLAHABAD, 13th September.

The Amir has returned to Kabul and was well received.

The Shah of Persia has returned to Teheran from Meshed.

OLLA PODRIDA.

Quin, being asked by a lady why it was reported that there were more women in the world than men, replied: "it is in conformity with the arrangements of nature, madam; we always see more of heaven than of earth."

A golden Aztec idol, which weighed thirty-seven pounds, was found by some prospectors in a cavern near Calistlahuialca, state of Mexico. Fearing it would be confiscated, they broke it up, and thus destroyed a priceless archæological treasure.

Judge Nelson, of the United States, has decided that the anti-Chinese law refers to nationality rather than race. Consequently Chinamen who are residents in Hongkong, being British subjects, are not prohibited from emigrating to the United States.

The Hungarian journal *Memzet* gives a new version of the alleged renewal of the alliance between Germany and Austria, according to which the alliance, originally concluded in 1879 for five years, was prolonged at the end of last year for a further period of six years.

Lord Cavendish, who was in 1810 the largest stockholder in London, evidently did not know how to use his wealth. His bankers, finding that his account amounted to a deposit of £30,000, called upon him and asked what he wished to have done with it. "Anything you choose," was his reply, "but don't bother me about it. I won't be plagued. If it's any trouble I'll take it out of your hands."

On board the *Nettle* target ship in Portsmouth Harbour experiments have recently been made to determine the value of mantlets of rope and steel in affording protection to gunners on board ship against shell fire. The mantlets were suspended at various distances in the midst of which a live shell was slung and fired by electricity. The effect of even the rope matting in diminishing the spread of the fragments was considerable. Mantlets made of steel will be fitted between the guns on board the *Camperdown*.

Oscar Wilde's new play "*Vera*," just produced in New York, has been pronounced "unreal, long-winded, wearisome, long-drawn, dramatic rot," a "series of disconnected essays, ugly, fanciful, foolish, highly-peppered, bantam gabble" by all the critics except one, and he declares the play to have been a complete success. That critic is Oscar Wilde. But the most painful feature in the damnation of Mr. Oscar Wides' play is to be found in the evidence supplied by the newspaper criticisms that the prophet of æstheticism has failed to refine the language of American journalism. Instead of complaining that "Vera" is not sufficiently "precious" the *Herald* brutally describes it as "dramatic rot," while the *Times*, with a Philistinism which will send a shudder into the domain of "culchaw," says the play was "little better than fizzle."

Sims Reeves, the famous tenor, is a portly man, weighing nearly two hundred pounds, with a full, chubby face and a quantity of curly iron-gray hair, once jet black, of which he has always been very proud. He was born in Kent sixty-one years ago this October, the son of a village organist, and he learned to read music before he could read books. His father discovered that he could sing, and trained him persistently. "By Jove, he just did, you know," says the great singer; "eight hours a day running scales and howling like a calf." At fourteen he succeeded his father as organist and choirmaster at $40 a year. He has now been singing in public for money for forty years, during most of which time his fee has been at least $500 and often $750 a night. At the Birmingham festivals he had $1,250 for each oratorio and a share in the profits which usually brings his receipts up to $3,000 a night. Owing to his voice at times being uncertain, he has had to decline in his whole career fees aggregating about $375,000.

The *National Zeitung* of Germany compares the achievements of the English in that country to Hamlet's "enterprises of great pith and moment . . . which lose the name of action," and holds up to scorn the Gladstone Administration for its apparent willingness to allow the "victory of Tel-el-Kebir to evaporate like a soap bubble." The *National Zeitung* continues:—"Never did conquerors so foolishly waste their time and lose their advantages as the English have done. Before their very eyes M. de Lesseps is beginning to construct another Canal, with the administration of which, despite their shares and their swords, they will have as little to do as with the first one. History has long since acquitted the English of their conquest of India; but neither their contemporaries nor posterity will forgive them for their bungled conquest of Egypt. Apart from the dotations which Admiral Seymour and General Wolseley have received, the English, according to all present appearances, will soon have nothing substantial left to them of their Egyptian campaign. In order to chastise a king of Dahomey one of his villages may be burnt; but Alexandria ought not to be burnt and an army brought into the field merely to send Arabi Pasha to Ceylon as a pensioner."

Referring to the erection of a monument to the honour of Daguerre, the *Daily Telegraph* says:—"The gallop of a racehorse, the running of a greyhound, the flight of a bird, the procession of the clouds in the sky and of the waves on the sea, can be instantaneously photographed. Even the blessed sun himself, who is the patron of photographers, has had his own face photographed, spots and all. As a social benefactor, in bringing the ends of the earth together, and drawing all humanity into sympathetic intercommunication, photography rivals steam, the electric telegraph, and cheap postage. Still the veil is not wholly lifted. The laws of photographic focussing are yet imperfectly understood, and people continue to be presented with photographic portraits of themselves in which their hats are several sizes larger than their heads, while their extremities are apparently afflicted with elephantiasis, and their arms become as shrunken as the arms of crook-backed Gloucester. No! The evil has certainly not been lifted, since, although announcements that photographs are about to be taken in natural colours have been made as frequently as that a navigable balloon is about to start for China, we seem to be as far off from the discovery of chromo-photography as from that of the aerial machine."

The *Morning Post* thus illustrates the necessity for the new code of laws promulgated by the Marylebone Club:—"The new code contains one addition that has been no doubt suggested by an amusing piece of sharp practice which was much talked of in cricket circles not long ago. It happened that on the first day of a match a bowler and a batsman on opposite sides were staying in a country house, and after dinner were talking over the day's cricket. 'I am very glad,' said the latter, 'that you did not appeal when you bowled the last ball to-day, for I believe I was leg before wicket.' The bowler said nothing, but at the beginning of the game next morning, and before a ball was bowled, inquired of the umpire, 'How's that?' 'How is what,' said the umpire. 'The last ball bowled yesterday,' was the rejoinder. 'Out,' said the umpire, who remembered the leg before wicket, and out the unlucky batsman had to go, determined to be in future less confiding over his wine. It is, we presume, to meet a case of this kind that the new code provides that an appeal to the umpire shall not be made after any cessation of play. This is, indeed, only a single one out of many instances which might be given of the care with which the new code has been framed, and we are sure that the skill bestowed on the work will be generally recognised and appreciated."

A spirit merchant in Dublin announces that he has still a small quantity of the whisky on hand which was drunk by George IV. when in Dublin.

The Chicago *Tribune's* Shelbyville (Ind.) special says:—George Arnold, a farm hand in the employ of Franklin Booth, who lives fifteen miles west of this city, has made a discovery which has excited widespread interest in this county. The object of this interest is the skeleton of what once was a man of gigantic proportions, which was uncovered in a gravel pit on the Booth farm. The skeleton was found in a sitting posture, facing east and about six feet beneath the surface. Some of the bones were badly broken by the caving of the bank, but the skull and some of the large bones were taken out intact and from them may easily be realized the gigantic stature of the being to whom they once gave support. The measurement of the skull from front to rear, by a rule passing through the eye-socket to the back of the head shows it to have been about sixteen inches deep, while the breadth of the inferior maxillary was eight and one-half inches, showing that the brain must have weighed from four and one-half to five pounds. Careful measurement of other bones establish the fact that the man, when alive, was not less than nine feet in height and large in proportion. From the appearance of the teeth, which are very large and do not show the slightest sign of decay, although they are worn down almost to the bones of the jaw, the man could not have been less than 100 years old when he died and perhaps much older. The bones of the lower jaw are very large and thick, showing an extent of muscular development in that organ which is far beyond anything of the present day. Steps have been taken to have casts made of the bones. They will be placed in the State geological collection.

Some particulars are given by a Geneva correspondent of the new earth torpedo invented by Herr von Zubowitz, an Austrian Hussar officer, some experiments with which were recently made at Thun, in Switzerland. "The Zubowitz torpedoes can be placed underground and used as substitutes for *fougasses*; they may be placed in a cart or waggon forming part of a barricade, and so arranged that the least movement of the vehicle will explode the engine. The trials at Thun are described as 'surprising.' The torpedoes are composed of two boxes one above the other, the first of which contains the charge, a sort of gelatine, while in the second is placed the exploding apparatus. By means of a conducting wire, 'cleverly hidden,' the engine may be exploded 'at the most propitious moment' at the will of a distant, and possibly an invisible operator, or it may be arranged to go off by simple contact with a man or a horse. When the torpedo is put underground, at a very slight depth, its presence is concealed by stones, turf or brushwood, according to the nature of the ground. The vibration of the air produced by the bursting of one of these truly infernal machines can be felt at a great distance, and the general effect is something prodigious. The most interesting experiment tried at Thun was the blowing up of two old caissons which had been placed on a lorry. So violent was the explosion that, not alone were the caissons and the lorry literally annihilated, but the spectators who watched the experiment from a 'barrack of observation' at a distance of 200 metres were almost blinded by the cloud of dust raised by the blast."

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 3rd October.

OPIUM.

The market for Bengal is quite depressed; of New Patna sales given at $567½ to $570, and of New Benares at $547½ to $550.

EXPORT CARGO.

Per steamship *Laertes*, sailed on the 29th September:—12,550 lbs. congou, 126,883 lbs. scented caper, 35,833 lbs. scented orange pekoe, 6,559 lbs. souchong, 760 lbs. sorts, 10 cases silks, 50 bales waste silk, and 503 pkgs. sundries. From Kobe—224 pkgs. tea, and 32 pkgs. sundries. For South America—250 pkgs. tea.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8¼
Bank Bills, at 30 days' sight...3/8¼
Bank Bills, at 4 months' sight 3/8½
Credits, at 4 months' sight ..3/9
Documentary Bills, at 4 months' sight 3/9

ON PARIS.—
Bank Bills, on demand 4.63
Credits, at 4 months' sight......4.73

ON BOMBAY.—Bank, 3 days' sight 224

ON CALCUTTA.—Bank, 3 days' sight 224

ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight..........73¼

SHARES.

A fair lot of Banks have been placed to-day at 186 per cent. cash and closed weak with sellers at this rate. Sugars show a slight improvement, sales being made at $132 per share for cash, and $134 and $135 for the end of the year. China Traders have changed hands at $70 per share. Other stocks remain unchanged.

Hongkong and Shanghai Bank Shares—186 per cent. premium.

Union Insurance Society of Canton, Limited—$650 per share.

China Traders' Insurance Company's Shares—$70 per share.

North China Insurance—Tls. 1,400 per share.

Yangtsze Insurance Association—Tls. 1,025 per share.

Chinese Insurance Company, Limited—$215 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$105 per share.

Hongkong Fire Insurance Company's Shares—$350 per share.

China Fire Insurance Company's Shares—$74 per share.

Hongkong and Whampoa Dock Company's Shares—57 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$50 premium.

Indo-China Steam Navigation Co.'s Shares—17½ per cent. discount.

China and Manila Steamship Company, Limited, —18 per cent. premium.

Hongkong Gas Company's Shares—$82 per share.

Hongkong Hotel Company's Shares—$150 per share.

China Sugar Refining Company, Limited—$133 per share.

China Sugar Refining Company (Debentures)—2 per cent. premium.

Luzon Sugar Refining Company, Limited—$77 per share.

Hongkong Ice Company's Shares—$150 per share.

Hongkong and China Bakery Company, Limited —$82 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—2 per cent. prem.

Chinese Imperial Loan of 1881—2 per cent. prem.

HONGKONG TIDE-TABLE.

4TH TO 10TH OCTOBER, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
Th.	4	m 10 39	3 6	m 4 38	0 2
		10 13 a	4 11	4 11 a	1 3
F.	5	m 11 9	3 2	m 5 16	0 3
		10 35 a	4 11	4 34 a	1 6
Sat.	6	m 11 41	3 10	m 5 59	0 5
		11 1 a	4 11	4 54 a	1 9
S.	7	m 0 19	2 6	m 6 45	0 7
		11 39 a	4 9	5 9 a	2 0
M.	8	1 30 a	2 3	m 7 43	0 9
				4 55 a	2 2
Tu.	9	m 0 16	4 7	m 8 54	0 10
		no inferior	high	nor low	water.
W.	10	m 1 18	4 5	m 10 19	0 10
		no inferior	high	nor low	water.

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

(FROM MESSRS FALCONER & CO.'S REGISTER.)

October 3rd.

Barometer—9 A.M.	30.076
Barometer—1 P.M.	30.061
Barometer—4 P.M.	30.028
Thermometer—9 A.M.	79
Thermometer—1 P.M.	82
Thermometer—4 P.M.	81
Thermometer—9 A.M. (Wet bulb)	73
Thermometer—1 P.M. (Wet bulb)	74
Thermometer—4 P.M. (Wet bulb)	74
Thermometer—Maximum	83
Thermometer—Minimum (over night)	76

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Patroclus (str.)	Brown		Butterfield & Swire	On or about 13th inst.
LONDON, via SUEZ CANAL	Antenor (str.)	Bragg		Butterfield & Swire	On or about 6th Oct.
LONDON, via SUEZ CANAL	Glencoe (str.)	Park		Jardine, Matheson & Co.	On or about 9th Oct.
LONDON AND HAMBURG, &c.	Cardiganshire (str.)	Courtney		Adamson, Bell & Co.	On or about 23rd Oct.
LONDON, &c., via SUEZ CANAL	Deccan (str.)	A. W. Adamson		P. & O. S. N. Co.	On 16th inst., at 4 P.M.
MARSEILLES, via SUEZ, &c.	Oxus (str.)	Rapatel		Messageries Maritimes	To-day, at Noon.
NEW YORK	Paul Jones	Gerrish	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Obed Baxter	Baxter	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Lothair	Boulton	Hongkong	Russell & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Oxfordshire (str.)	Jones	Hongkong	Russell & Co.	To-day, at Noon.
NEW YORK via SUEZ CANAL	Strathleven (str.)	Pearson		Adamson, Bell & Co.	Quick despatch.
SAN FRANCISCO	Charles Bal	Watson	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Robert Dixon	Young	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Peking (str.)			P. M. S. S. Co.	On 11th Oct., at 3 P.M.
SYDNEY AND MELBOURNE	Whampoa (str.)	Williams		Butterfield & Swire	On or about 20th Oct.
KUDAT AND SANDAKAN	Thales (str.)	Pocock		Douglas Lapraik & Co.	On 6th Oct., at 4 P.M.
YOKOHAMA	Godavery (str.)	Du Temple		Messageries Maritimes	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Zambesi (str.)			P. & O. S. N. Co.	On 17th inst., at Noon.
NAGASAKI, KOBE, &c.	Kumamoto-Maru (str.)	Drummond		M. B. M. S. S. Co.	On 12th inst., at 4 P.M.
SHANGHAI	Anadyr (str.)			Messageries Maritimes	Quick despatch.
SHANGHAI	Glenelg (str.)	Quartly		Jardine, Matheson & Co.	On or about 4th inst.
SHANGHAI	Rohilla (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI via AMOY	Achilles (str.)	Anderson		Butterfield & Swire	On or about 6th inst.
SWATOW, SINGAPORE, &c.	Mongkut (str.)	P. H. Loff	Hongkong	Yuen Fat Hong	To-day, at 10 A.M.
SWATOW, AMOY, & F'CHOW	Douglas (str.)	S. Ashton		Douglas Lapraik & Co.	On 9th inst., Daylight.
AMOY AND TAIWANFOO	Albay (str.)	Goddard	Hongkong	Douglas Lapraik & Co.	To-morrow, Daylight.

CHINA COAST METEOROLOGICAL REGISTER.

October 3rd.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. On date at 10 A.M.	MANILA. On date at 10 A.M.	MANILA. On date at 4 P.M.
Barometer	30.01	30.14	29.94	30.00	30.15	30.19	30.10	30.09
Thermometer attached	80.0	81.0	—	—	73.0	66.0	80.7	81.8
Direction of Wind	NE	E	NE	NE	NE	N	NW	W
Force	6	6	4	3	6	3	2	
Dry Thermometer	78.0	80.0	—	—	73.5	65.5	82.8	82.2
Wet Thermometer	73.5	72.6	—	—	65.0	61.5	76.0	77.0
Weather	ob	be	—	—	be	o	os	c
Hour's Rain	—	—	—	—	—	—	—	10
Quantity fallen	—	—	—	—	—	—	—	0.15

BAROMETER, level of the sea in inches, tenths, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 6 moderate. 6 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—*B*. Clear blue sky. *C*. Cloudy. *D*. Drizzly. *F*. Fog. *G*. Foggy. *H*. Hail. *L*. Lightning. *M*. Misty. *O*. Overcast. *P*. Passing showers. *Q*. Squally. *R*. Rainy. *S*. Snow. *T*. Thunder. *U*. Bad, threatening. *V*. Visibility. *W*. Storm. *Z*. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

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AMOY, Brit. str., C. Herrmann.—Siemssen & Co.
BONITO, Ger. bark, H. Hasse.—Wieler & Co.
CHARLES BAL, Brit. ship, W. J. Watson.—P. & O. S. N. Co.
CRUSADER, British steamer, Rowin.—Arnhold, Karberg & Co.
C. T. HOOK, Brit. str., Jarvis.—Thos. Howard & Co.
CITY OF PEKING, Am. str., Berry.—P. M. S. S. Co.
HERMANN, Ger. bark, M. Traulsen.—Wieler & Co.
JAPAN, Brit. str., Gardner.—D. Sassoon, Sons & Co.
JAS. A. BORLAND, Am. bark, J. H. Kent.—Russell & Co.
KILLARNEY, British steamer, O'Neill.—Gibb, Livingston & Co.
LOTHAIR, Brit. bk., Dexter.—Gibb, Livingston & Co.
MARIE, Ger. bk., G. Thomasshefsky.—Captain.
MONGKUT, Brit. str., Loff.—Yuen Fat Hong.
MELBREK, Brit. bk., H. Lightbody.—Messageries Maritimes.
NELSON, Brit. str., Thom.—Russell & Co.
OBED BAXTER, Am. bk., Obed Baxter.—Russell & Co.
PEKING, British str., Heuermann.—Siemssen & Co.
PAUL JONES, American ship, E. A. Gerrish.—Russell & Co.
PHRA CHULA CHOM KLAO, Brit. str., Lightwood.
TEK LI, Brit. bk., Bushhold.—Chinese.
TWILIGHT, Am. ship, Warland.—Adamson, Bell & Co.
VICTOR, Brit. bark, J. D. Forbes.—Siemssen & Co.
WM. MANSON, Brit. bark, H. Kindred.—Chinese.

VESSELS ON THE BERTH.

FOR SYDNEY AND MELBOURNE, (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)

THE Steamship

"WHAMPOA,"

Captain Williams, will be despatched as above on or about the 20th October.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

26th September, 1883. [1774

FOR SAN FRANCISCO.

THE 3/3 L I I British Ship

"CHARLES BAL,"

Watson, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

3rd October, 1883 [1817

FOR NEW YORK.

THE 3/3 L I I American Bark

"OBED BAXTER,"

Baxter, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

3rd October, 1883. [1818

VESSELS ON THE BERTH.

FOR SWATOW, SINGAPORE, AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"MONGKUT,"

Captain P. H. Loff, will be despatched for the above Ports TO-DAY, the 4th instant, at TEN A.M.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

3rd October, 1883. [1811

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"OXFORDSHIRE,"

Captain Jones, will be despatched for the above Port, TO-DAY, the 4th instant, at NOON.

For Freight or Passage, apply to

RUSSELL & Co.

2nd October, 1883. [1807

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and PORTS on the YANGTSZE).

THE Steamship

"GLENELG,"

Captain Quartly, will be despatched as above on or about the 4th October.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

29th September, 1883. [1796

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR KUDAT AND SANDAKAN.

THE Company's Steamship

"THALES,"

Captain Pocock, will be despatched for the above Ports on SATURDAY, the 6th October, at FOUR P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

28th September, 1883. [1783

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Bragg, will be despatched as above on or about the 6th October.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

25th September, 1883. [1652

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"ACHILLES,"

Captain Anderson, will be despatched as above on or about the 6th October.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

29th September, 1883. [1798

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENCOE,"

Captain J. k, will be despatched as above on or about the 9th October.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

25th September, 1883. [1769

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Brown, will be despatched as above on or about the 13th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

1st October, 1883. [1700

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"ZAMBESI,"

will leave for the above places on WEDNESDAY, the 17th October, at 12 (NOON) O'CLOCK.

E. L. WOODIN, Acting Superintendent.

1st October, 1883.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN,"

Pearson, Commander, expected here on or about the 17th instant, will have immediate despatch for the above port.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

2nd October, 1883. [1805

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ROHILLA,"

will leave for the above place about 24 hours after her arrival with the next English mail.

E. L. WOODIN, Acting Superintendent.

2nd October, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"GODAVERY,"

Captain Du Temple, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

29th September, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"ANADYR,"

Captain ...., will be despatched for SHANGHAI, shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.

29th September, 1883.

VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; ALSO, PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.

ON THURSDAY, the 4th day of October, 1883, at NOON, the Company's Steamship "OXUS," Commandant Rapatel, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 3rd October, 1883.

Cargo will be received on board until 4 P.M. Specie and Parcels until 5 P.M., on the 3rd October, 1883. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th September, 1883.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, with option of calling at Honolulu on THURSDAY, the 11th Oct., 1883, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare: if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 10th October. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

29th September, 1883.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.

(Taking Cargo for YOKOHAMA and VLADIVOSTOCK.)

THE "KUMAMOTO-MARU," Captain, DRUMMOND, due here on or about the 7th inst., will be despatched as above on FRIDAY, the 12th instant, at FOUR P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe, and for Vladivostock at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP, Agent.

Hongkong, 4th October, 1883.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "DECCAN," Captain A. W. Adamson, with Her Majesty's Mails, will be despatched from this for LONDON Direct via SUEZ CANAL and usual ports of call, on TUESDAY, the 16th October, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

N.B.—This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Acting Superintendent.

2nd October, 1883.

FOR NEW YORK.

THE A 1 British Ship

"LOTHAIR,"

Boulton, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

3rd October, 1883. [1819

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates for NEW YORK.)

THE Steamship

"CARDIGANSHIRE,"

Courtney, Commander, will be despatched for the above Ports on or about the 23rd October.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

24th September, 1883. [1707

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"PAUL JONES,"

Gerrish, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

30th August, 1883. [1616

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship

"ROBERT DIXON,"

Young, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

3rd September, 1883. [1648

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Anadyr*, with the next French mail, passed Cape St. James at 7 a.m. on the 3rd, and may be expected on the evening of the 6th instant.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Arabic* with the next American mail, left San Francisco on the 15th September, and is due here on or about the 14th inst.

STEAMER EXPECTED.

The O. S. S. Co.'s steamer *Achilles* left Singapore on the afternoon of the 28th September, and is due here on the 4th October.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Hoihow and Pakhoi.—Per *Anton*, to-day, the 4th instant, at 5.00 P.M.

For Saigon.—Per *C. T. Hook*, on Tuesday, the 9th instant, at 4.30 P.M.

For Nagasaki and Kobe.—Per *Kumamoto Maru*, on Friday, the 12th instant, at 3.30 P.M.

For Nagasaki, Hiogo, and Yokohama—Per *Zambesi*, on Wednesday, the 17th instant, at 11.30 A.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "OXUS," will be despatched on THURSDAY, the 4th October, with Mails to the United Kingdom, Europe, and places beyond, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF PEKING," will be despatched on THURSDAY, the 11th October, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.

2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "DECCAN" will be despatched on TUESDAY, the 16th October, with Mails for the United Kingdom, Europe and countries beyond *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.

10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 A.M., Mail closes, except for Late Letters.

11.10 A.M., Letters may be posted with Late Fee of 10 cents until

11.30 A.M., when the Post Office closes entirely.

11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.

2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

3.00 P.M.—Mails closed, except for Late Letters.

3.10 P.M.—Letters may be posted with late fee of 10 cents until

3.30 P.M.—when the Post Office closes entirely.

3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

Boxes of letters are sometimes received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.

The Stamps tendered for sale must not exceed $50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office: the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book-Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no Letter*, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is requied, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Bandmasters Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is 2 cents (one penny), which is also the general rate of Postage on Soldiers' and Sailors' letters sent elsewhere.

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

6.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.:—Conductor, Gunner, Boatswain, or Carpenter.

EXTRACTS.

WHO IS LOVE?

Why, Love, my love, is a dragon-fly
That weaves by the beautiful river,
Where waters flow warm, where willows droop by,
Where lilies dip waveward and quiver,
Where stars of Heaven they shine for aye,
If you take not hold of that dragon-fly,
By the musical mystical river.

Let Love go his ways; let the lilies grow
By that beautiful silvery river;
Let tall tules nod; let noisy reeds blow;
Let the lilies' lips open and quiver;
But when Love may come, or when Love may go,
You may guess, and may guess, but you never shall know,
While the silver stars ride on that river.

But this you may know: If you clasp Love's wings,
And you hold him hard by that river,
Why, his eyes grow green, and he turns and he stings,
And the waters wax icy and shiver;
The waters wax chill and the silvery wings
Of Love they are broken, as broken heart-strings,
While darkness comes down on that river.

JOAQUIN MILLER, in *Queenslander*.

A SUBMARINE OBSERVATORY.

During the forthcoming International Exhibition at Nice, *Engineering* says, the submarine observatory of M. Toselli will be in use in something the same way as the captive balloon at the Paris Exhibition in 1878. It is made of steel and bronze to enable it to resist the pressure of water at a depth of 120 metres, nearly 160lb. to the square inch. The vessel is divided into three compartments, the upper for the commander to enable him to direct the observatory, and give explanations to the passengers, who, to the number of eight, occupy the middle compartment. They have under their feet a glass plate enabling them to see the bottom, with its corals, fishes, grass, &c. The third compartment contains the buoyant chamber, and can be regulated at will. As the sea is dark at the depth of 70 metres, the observatory is to be lighted by electricity, and a telephone communicates with the surface.

WHAT LONDONERS DRINK.

A correspondent of the *Pall Mall Gazette* says:—Five of the metropolitan water companies draw their supplies from the Thames above Teddington Lock. The average daily flow of the river at the intakes is 500,000,000 gallons. These companies abstract 68,000,000 per day—that is, a little more than one-eighth of the total flow. They possess power to abstract 110,000,000, gallons per day. On the drainage area of the Thames there dwell 900,000 people (including 200,000 in towns of upwards of 2,000 inhabitants), and upon it there live 60,000 horses, 160,000 cattle, 900,000 sheep, and 120,000 pigs. Their sewage and refuse pass into the Thames, either directly or indirectly. The theory that polluted river water purifies itself in its flow has been proved to be false. After filtration this water is sent to London. It is considered very satisfactory when filtration removes 28 per cent. of the organic impurities, leaving 72 per cent. to be supplied in solution to the consumer. The companies derive a gross annual income of £750,000 for this supply. The volume of the flow in the river is fairly constant, but the amounts of its pollution and of the quantities abstracted daily are necessarily increasing ones. The whole of these figures are taken from blue-books, and if disputed the reference for each will be given. If it were possible for these companies to have a reservoir containing 68,000,000 gallons of absolutely pure water, and into it were allowed to go the contents of water-closets, household slops and manufacturing refuse of 112,500 people, in the same proportion in which they respectively enter the Thames at the present time, and in addition as much of the manure of 7,500 horses, 20,000 cattle, 112,500 sheep, and 15,000 pigs as could find its way there, and if 28 per cent., or even 50 per cent., of these organic impurities were removed by filtration, is there any householder in London who would use it for drinking and domestic purposes? Yet this is *pro rata* what they uncomplainingly receive and use every day.

MARVELLOUS TRIUMPH OF INGENUITY.

Theodore Rohrer, a jeweller and clockmaker of Cleveland, U.S., has invented an automatic clock, which bids fair to outrival the famous timepiece of Strasburg. Rohrer's clock stands 12 feet high, and five and a half feet wide. The case is of black walnut, elegantly and finely mounted and ornamented. A golden eagle surmounts the top, holding in its beak the pendulum, which swings in a circle. A small square tower, on which the eagle stands, has a dial on each side. These show the time at Washington, at San Francisco, at London, and at St. Petersburg. The tower stands on a handsome revolving globe, which is surmounted by a handsome circular dial, and shows the time on any meridian. Four circular castellated towers rise to the height of the base of the globe. The one on the rear right as you face the clock is surmounted by a figure of Justice, and the one on the left by the Goddess of Liberty. The one on the front and right centre is surmounted with the golden figure of a cock, which at noon flaps his wings and crows three different times. On the front and left centre is a liberty pole, with a figure representing Uncle Sam, who carries the United States flag, climbs the pole at 11 o'clock each day, plants the flag on the summit and remains an hour. He climbs as naturally and determinedly as a small boy after chestnuts. Between the two front towers and near the top of the case is a dial giving the local time. The general idea of the main front is that of the Temple of Jerusalem defended from attack by Roman soldiers, foot and horse. These images are of bronze, four of the former and two of the latter, all of them six inches high. The footmen are so arranged that they strike the quarters after the style of the old repeater watches. The horsemen ring the hours by striking bells with their swords. On the top of the temple is a soldier in United States uniform, moving backward and forward, halting to look about, and turning about face at the ends of his beat. At the base are folding doors, which open at 6 p.m., showing the figure of a janitor ringing vespers; also at noon, when in the apartment above other and larger doors open, disclosing the scene of the Saviour's betrayal. He is represented as delivering his last words of counsel to six of the apostles who surround him. His gestures with his right arm, turns about and bends over in deep earnestness in the enforcement of his teachings. The six apostles at the same time stand in a semi-cirle in front, having emerged from another folding door at the left. They come with stately grace, carrying stones in their right hands and hammers in their left. Peter precedes and Judas closes the procession. Judas, instead of a hammer, clutches the money-bag which made him famous. The orchestra play the Te Deum or Sancta Maria, and each of the six apostles joins in the music by striking a bell at his side. During the music Christ rises from an incumbent positon and delivers his address; then, at its close, two smaller doors open, bringing into view the enemies of Christ. One, representing the powers of evil, comes close to Peter, as if suggesting the Lord's denial, and the other, representing an image of evil, draws near Judas, as if to strengthen him in his purpose of betrayal. Then the cock crows, and the six apostles in front move off to the right, Judas, with his bag of money of betrayal, endeavouring to strike each bell as he passes, producing, however, only an ugly thud, instead of the sweet, harmonious, and pleasing sounds brought forth by the others. The clock proper is flanked by castellated towers on the right and left. In the one on the right, which is surmounted by a figure of Lincoln, is shown seven of the older nations of the earth, the United States being represented by the Goddess of Liberty, an American soldier, Uncle Sam, and the national colours. These seven nations are represented by figures that appear as follows:—At 1 o'clock, a Russian with the flag of his country; at 2 o'clock, a Prussian; at 4 o'clock, an Austrian; at 5 o'clock, an Italian; at 7 o'clock, a Frenchman; at 8 o'clock, a Spaniard; at 10 o'clock, the English nation; and at 11 o'clock, Uncle Sam, awakened by the reveille by a drum corps, again ascends the liberty pole; at 8 and 9 o'clock the orchestra plays, at 6 o'clock is vespers, and at 12 the betrayal scene appears. The castle on the left is surmounted by a figure of Washington, and in it is represented "The Dream of Life" by seven figures, showing life's different stages. These change more rapidly than the nations, as industrial life is shorter than national life. At five minutes past the hour a small door over the large folding doors of the temple opens and a little bird appears, chanting the flight of time. At ten minutes past infancy is shown; at fifteen minutes past the quarter is struck, and at twenty minutes past childhood is shown. This is followed by youth, man in his prime, the downhill of life, decrepitude and the pall. Each of these might be enlarged upon if space permitted. The orchestra connected with this wonderful mechanical contrivance plays ten tunes—eight in its repertoire and the Te Deum and Sancta Maria. In the last two all the fourteen automatic figures take part. In the production of the music, reeds, bells, drums and castinets are used, all moved by the curious mechanism of the clock. The invention is, without the shadow of a doubt, the greatest of its kind, and when it is placed before the world and the inventor leaves his little village to exhibit it, his genius will bring him what he has justly earned—world-wide fame.

ACTRESSES' YACHTING ADVENTURE.

Under the heading of "Three Actresses at Sea," the *New York Sporting and Dramatic News* gives the following account of a yachting adventure:—Miss Eleanor Carey, who summers at Winthorpe, Mass., and has a pretty cottage there, was one of the three actresses in a marine exploit that should not be carelessly recorded. Miss Carey, it seems, invited two of her intimate lady and professional friends to break bread with her on Friday last. They were Miss Augusta Roche and Miss Genie Holtzmeyer, both of the Rice Opera Company, now playing "Virginia" in Boston. Miss Carey decided after luncheon to entertain her visitors with a little sail, and ordered a sloop-rigged sailboat. When they embarked, Miss Carey, perceiving that the sea was very calm, told the boatman that she would not need his services, as she was an adept at the rudder, and could handle the sail alone. She gave him enough to make him happy, and the sloop stood out to sea, going about three knots an hour. Everything went well for an hour or more, and Miss Carey stood at the helm, proud of her command of the craft. Suddenly on the sea horizon there rose a black cloud, and a stiff breeze soon sent the little craft along at eight knots an hour. All of the ladies, being borne seaward, as they were, began to feel nervous as the wind rose, and the waves were piling up to great hights. But they drew comfort from the fact that a fishing smack was bearing down in their direction, the sole navigator of which thought that the ladies were in distress. The two boats at this moment were about a quarter of a mile apart. Miss Holtzmeyer stood forward of the mast, watching the result with a seaman's eye, for she had much yachting experience in the Irish Sea and English Channel, while Miss Roche stood aft seeming to consider the whole thing as a joke. Miss Carey, a little anxious, was at the helm feeling, as she afterwards said, "as if my doom were sealed." The boats were rapidly approaching each other when a sudden squall capsized the fishing smack, and the man was in the water to be rescued or drowned. With admirable presence of mind Miss Roche let go the sheet, the sail came down, and Miss Carey brought the sloop to, but it rocked and rolled in the heavy sea way. Miss Holtzmeyer and Miss Roche then threw the painter to the drowning man, but it eluded his grasp, but, fortunately, a heavy wave washed him alongside, when he was pulled on board by the two ladies. The sea was now very heavy, and the little sloop was tossed about like a piece of cork. But Miss Carey's nerve did not desert her, while her two friends gave the rescued mariner copious draughts of claret while they were riding up and down the billows. They were now three miles from land, and a heavy rain had set in. The stimulant and the fresh water seemed to revive the fisherman, and soon he was on his feet, and, comprehending the situation, took the helm, and, with the aid of the ladies, hoisted sail enough to cut across sea and make for the shore. The sloop was beached a mile above the landing-place, and the old tar simply said—"You must be old seadom for you have saved my life."

CONTINENTAL MARRIAGE LAWS.

Every one will remember (the *Law Times* says) the general feeling of indignation in this country a year or two ago occasioned by some heartless cases of desertion of English girls by foreign husbands, generally of French origin, who had married them in England with all ceremonies required by the laws of England, and had then deserted them in France, on the ground that all the requirements of French law had not been complied with. It was obviously impracticable to induce foreign countries to alter their marriage laws to meet a few cases of hardship occasioned to British subjects by their requirement, but the case was one in which it was imperatively necessary for something to be done on this side of the Channel, and the Social Science Association has rendered good service to their countrywomen by preparing the memorandum on the subject of intermarriages of English women with Frenchmen or Belgians, which has just been re-issued by the principal registrar of the Province of Canterbury. This memorandum contains a short and precise account of the requirements of French and Belgian laws for the validity of intermarriages of French or Belgian subjects in England with English subjects. These appear to be, with respect to subjects either of France or Belgium, that (1) no man can marry under eighteen, and no woman under fifteen, without a dispensation; (2) that no man under twenty-five or woman under twenty-one can marry without the consent of parents (if any), or if none, of grandparents (if any), or if none, of a family council, (3) no man or woman above the last-mentioned ages can marry until after a respectful communication of intention so to do has been made to the person whose consent would have been required if he or she had been underage, nor until a further period of delay has expired; (4) the intended marriage must be announced in France or Belgium, as the case may be, by a species of publication of banns at the town hall. If any of those requirements are not observed, the marriage is null, so that it is essentially necessary for an English subject marrying a French or Belgian subject to see that there is no omission. It may seem singular to English eyes that a man like M. Gambetta, *e. g.*, could not marry without obtaining, or at least demanding, his father's permission, and also that the observance of all ceremonies required in the country where the marriage is celebrated is not accepted as sufficient in France and Belgium to render the marriage a valid one; but while those countries continue to insist upon the strict performance of all their conditions, much evil may be averted by a general study of the Social Science Association's paper. Many would consider that there was but little cause for regret if mixed marriages of the description in question were to cease altogether.

USELESS MEASURES.

A fashionable young man who neglected to pay his tailor's bills, saw to his surprise one morning at six, the collector enter his bedroom, after vainly endeavouring for months to get to see him—"I have come on the part of Mr. X. to inform you for the last time that if you don't pay his account at once, he will be obliged to take other measures."—"Other measures?—Tell him that it is quite unnecessary, as he can make me another suit with the last measure he took of me."

THE PRICE OF HUMAN BLOOD.

Human blood is not a common article of commerce, and, as it is not quoted in the market reports of civilised nations, its value is hard to determine. A negro, named Banks, however, thinks that the fair price of the article is at present about fivepence a drop; and he has brought an action in the District Court of the State of New York to recover 192 dols. for eight ounces of blood that he supplied a few weeks ago to a telegraph clerk. The facts were as follows:—The clerk boarded at a hotel, and one night, instead of turning off the gas in the bed room, he blew it out. Next morning he was discovered lying senseless on his bed; and the physicians who were called in decided that unless the operation of transfusion of blood was at once performed the man would die. Therefore Banks, with some unwillingness, consented to allow the required quantity of blood to be taken from his arm, first stipulating that he should be paid for it at the rate of ten cents a drop. The patient was not, of course, in a condition to offer any objection; but as Banks seemed to be satisfied that he would get the money, the transfusion was effected and eight ounces of negro blood were injected into the veins of the telegraph clerk, who eventually recovered and then he offered Banks the totally inadequate sum of five dollars. The disappointed negro lost no time in suing for payment of the larger amount, but he has not yet succeeded in recovering it. The Court, apparently staggered by the difficulties of the case, has reserved its judgment.

THE HIGHLAND MINISTER AND THE CROFTER.

An ugly statement was made by a witness before the Crofter's Commission the other day to the effect that a crofter had been evicted from his holding in order that it might be given to the local Free Church minister; but I am glad to hear that the story is grossly misleading. There have been cases of the kind, however. At one time a parish minister in the neighbourhood of Lochawe cast a covetous eye on a field rented by a small crofter and one of his own parishioners. The minister being a boon companion of the factor's had no difficulty in getting the field added to the glebe, the poor crofter being left to take his spoiling as best he might. By and by the Sacrament came round, and, as the fashion then was, the parish minister held meetings in convenient houses throughout his parish for the purpose of catechising his people. At one of these meetings was the crofter whose field had gone to enlarge the glebe. By a singular coincidence the minister asked him, "What is the Tenth Commandment?" John looked up in his face and said that there was no such question in the "carritch." "How dare you tell me that?" replied the minister. "No, there is not," repeated John, "for you took it out yourself." The circumstance of the minister's getting the field was well known to all present, and we need not be surprised that he speedily brought his catechising to an abrupt termination.—*Christian Leader.*

OLD LONDON.

Saxon London was different from its Roman predecessor. When we examine the direction of the Roman remains, says Mr. Loftie, the facing, for example, of a villa, as shown by its pavement, we do find it coincide with the direction of the modern streets. The barbarian did not in truth care for the polished luxury of the then civilisation; he built his pigsty or his cattle-pen where the palatial residence of the conquered Roman was, and he resided himself in his wattle and daub or his timber dwelling. The map of Saxon London is, or should be, the map, modified here and there by topographical obstructions, of a town community. The forum gave way to the folkmoot, meeting in the open air at the spot long known by its name, near St. Paul's Cross. No grand roofs were required by free Saxons. The markets—the tradesmen congregating in their special localities—the gates and streets, with their new names, all betoken a different life to that of the solemn-hearted Roman. We get glimpses in Mr. Loftie's book of a London not generally known before—of a London some of us have thought ought to have long ago been made known, but which, nevertheless, has been hidden from the light of critical investigation. As we have suggested, there is something yet to be done. It appears to us that the corporate life of the city has hardly yet been adequately handled. Mr. Loftie gives, in excellent chapters on the Struggle for Liberty, the rise of the companies, the wards and companies, and the corporation; but he does not deal with this portion of the work in the same manner as Mr. Freeman views the subject, standing, as it were, from afar off, and tracing out the place that London holds in the history of English towns, and in the town-history of Europe. There is this yet to be done. And there is something more—there is the village history of London to be worked out. The Saxons and Danes, who between them changed Roman London into English London, had views of town life which have left indelible marks upon the history of other English towns, and they must have done so here. They pulled down the villas, overthrew the magisterial buildings of Roman London, because these things had no use with them, for their town life had not yet begun, and when it did begin would begin upon its village prototype. All this has a place somewhere in the history of London; and Mr. Loftie, if he does not give us the narrative, at all events tells us where it will fit in, and prepares the way for its elucidation.—*Antiquary.*

—Experiments have been made in the cultivation of the tea plant in the United States, and with satisfactory results. In California the plant has been cultivated with considerable success. The difficulties which the tea-plant has to overcome are not insurmountable; and the United States *Economist* considers that it is an industry that might very profitably be carried on in the South. It requires but a small outlay of capital and a small quantity of land. Each farmer may raise enough for his domestic consumption, for 10 or 12 trees will furnish enough tea to meet the wants of a family of eight persons.

HONGKONG MARKETS.

As Reported by Chinese on the 3rd Oct., 1883.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 118.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chints, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
GreyT-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
GreyT-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
GreyT-Cloths, 24yds 36in 8lbs. XXp. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.60 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.79 to 5.75
Camlets, SSS, per piece	$18.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.45 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	8.70 to 8.75
Lastings, DD, per piece	$13.50 to 18.20
Spanish Stripes, per yard	$0.72 to 0.78

METALS.

Iron, Nail Road, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.35 to 6.35
Lead, WB, per picul	$5.00 to 5.10
Lead, LB, per picul	$4.90 to 4.95
Lead, Hole Chop, per picul	$4.85 to 5.90
Quicksilver, English, per picul	$56.00 to 56.20
Quicksilver, American, per picul	$56.10 to 56.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.20 to 24.00
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.60 to 12.60
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.60
Bees Wax, White, per picul	$73.00 to 79.50
Birds' Nests, 1st quality, per picul	$1,050 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 3.65
Buffalo Hides, Manila	$13.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$17.50 to 18.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,050
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$32.00 to 23.00
Cloves, per picul	$35.00 to 30.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton Bombay, per picul	$15.30 to 16.30
Cotton, Calcutta, per picul	$17.30 to 17.30
Cotton, Ningpo, per picul	$18.20 to 13.60
Cotton, Shanghai, per picul	$16.80 to 17.50
Cotton, Shantung, per picul	$16.20 to 10.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$23.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$20.00 to 27.50
Dates, Black, per picul	Tls. 2.8.0 to 2.9.0
Dates, Red, per picul	Tls. 2.2.5 to 2.3.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$30.00 to 30.50
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$34.00 to 41.00
Melon Seeds, 1st quality, per picul	$4.90 to 6.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 5.20 to 5.50
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.83
Pearl Barley, per picul	$6.50 to 7.87
Potatoe Flour, per picul	Tls. 1.3.0 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$3,000 to 2,400
Rice, Siam, No. 1, per picul	$1.05 to 1.46
Rice, Siam, No. 2, per picul	$1.33 to 1.33
Rice, Siam, milled No. 1, per picul	$1.82 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.05 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharkfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.15 to 4.25
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$18.50 to 19.90
Rattan, Straits, per picul	$5.30 to 5.5
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.80 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pol.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pol.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.06
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul.	$6.75 to 7.80
Vermicelli, Tientsin, per picul	$7.60 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.18
Wood Oil, per picul	Tls. 6.3.0 to 6.3.5
Window Glass, per box	$1.65 to 3.70

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Activ	Sept. 23	Revsbach	Dan. str	268	C. M. S. N. Co.	
Albay	Sept. 21	Goddard	Brit. str	366	Douglas, Lapraik & Co	Taiwanfoo
Amoy	Aug. 17	C. Herrmann	Brit. str	814	Siemssen & Co	
Anton	Oct. 2	Schroder	Ger. str	395	Wieler & Co	
Atalanta	Sept. 29	E. G. Pfaff	Ger. str	786	Siemssen & Co	
Bellona	Oct. 3	W. Schaefer	Ger. str	789	Siemssen & Co	
Catterthun	Oct. 3	T. Binstead	Brit. str	1420	Gibb, Livingston & Co	New York
City of Peking	Oct. 1	Berry	Amr. str	5079	P. M. S. S. Co	S. Francisco
Crusader	Aug. 31	Rowin	Brit. str	647	Arnhold, Karberg & Co	
C. T. Hook	Sept. 3	W. Jarvis	Brit. str	902	Thomas Howard & Co	
Emuy	June 30	Rementaria	Span. str	222	Remedios & Co	
Europa	Sept. 30	Schade	Brit. str	1003	Sosy Shing	
Fame	—	Stopahi	Brit. str	117	H. & W. Dock Co.	
Geelong	Oct. 3	P. W. Case	Brit. str	1139	P. & O. S. N. Co	
Glenelg	Oct. 3	Quartly	Brit. str	1956	Jardine, Matheson & Co	Shanghai
Godavery	Sept. 29	Temple	Fr. str	815	Messageries Maritimes	Yokohama
Gravina	Sept. 12	Eolevaria	Span. str	398	Remedios & Co	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. T. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Laid up
Japan	Sept. 29	Gardner	Brit. str	1865	D. Sassoon, Sons & Co	
Jorge Juan	Sept. 30	E. Theband	Brit. str	522	Russell & Co	
Killarney	Oct. 3	H. O'Neill	Brit. str	1060	Gibb, Livingston & Co	
Kinkiang	—	Lefevour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Kiangchow	—	S. W. Goggin	Brit. str	288	H. C. & M. Steamboat Co	Canton
Lee Yung	June 19	Chun	Am. str	150	Chinese	
Lennox	Sept. 29	Scott	Brit. str	1327	Jardine, Matheson & Co	Calcutta
Mongkut	Sept. 30	H. Loff	Brit. str	858	Yuen Fat Hong	Bangkok
Nelson	Sept. 22	Thom	Brit. str	890	Russell & Co	
Oxfordshire	Oct. 3	Jones	Brit. str	998	Russell & Co	
Oxus	Oct. 8	Rapatel	Fr. str	2354	Messageries Maritimes	Europe
P. C. Chom Klao	Sept. 30	Lightwood	Brit. str	1011	Chinese	
Peking	Sept. 30	Henermann	Brit. str	954	Siemssen & Co	
Powan	—	—	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Ruri Maru	April 21	Rose	Brit. str	89	Order	
Sea Gull		Haydon	Amr. str	48	C. Traders' Insurance Co	
Sui Taiwan	July 30	H. Vootcen	Ger. str	47	Captain	
Thales	Oct. 2	T. G. Pocock	Brit. str	820	Douglas, Lapraik & Co	Sandakan
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao

SAILING VESSELS.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Albyns Isle	Sept. 27	A. Walden	Brit. bk	360	Ed. Schellhass & Co	
Astorian	Sept. 26	Samuel Cox	Brit. bg	211	Order	
Bonito	Aug. 28	H. Haase	Ger. bk	527	Wieler & Co	
Charles Bal	Sept. 16	Watson	Brit. bk	1431	Russell & Co	S. Francisco
Concordia	Sept. 16	Ruter	Ger. sch	471	M. B. M. S. S. Co	
Forthe	Aug. 26	Sederstrom	Siam. bk	447	Chinese	
Furness Abbey	Sept. 22	Marcer	Amr. bk	1044	Captain	
Greyhound	Aug. 9	Prescott	Brit. bg	231	Gilman & Co	
Hermann	Sept. 21	Traulsen	Ger. bk	444	Wieler & Co	
H. W. Dudley	Sept. 1	Dudley	Amr. bk	1015	Order	
Jas. A. Borland	Sept. 8	J. H. Kent	Amr. bk	635	Russell & Co	
Killoona	Aug. 11	H. Wallace	Brit. bk	795	Meyer & Co	
Livingstone	Oct. 1	H. Steffens	Ger. bk	531	Siemssen & Co	
Lothair	Sept. 23	Dexter	Brit. bk	800	Russell & Co	New York
Louisa	Jan. 2	Schierlach	Ger. sch	245	Captain	
Magic	Aug. 20	White	Brit. sch	214	Order	
Maria	Aug. 27	T'aschefsky	Ger. bk	430	Captain	
Melbrek	Sept. 29	Lightbody	Brit. bk	867	Messageries Maritimes	
Mount Lebanon	Sept. 16	C. H. Nelson	Brit. bkn	530	Chinese	
Neoeya	Sept. 27	J. Foster	Brit. bk	594	Arnhold, Karberg & Co	
Obed Baxter	Sept. 23	Obed Baxter	Amr. bk	876	Russell & Co	New York
Paul Jones	Sept. 8	E. A. Gerrish	Amr. sh	1205	Russell & Co	New York
P. S. Ruriman	April 21	Rose	Brit. sch	89	Order	
Robert Dixon	Aug. 23	O. C. Young	Amr. sh	1368	Russell & Co	S. Francisco
Schwan	Sept. 17	Schroder	Ger. bg	276	Siemssen & Co	
Sea Ripple	Sept. 24	Kickers	Brit. sch	187	Siemssen & Co	
Silver Eagle	Aug. 31	Richards	Brit. bk	903	Arnhold, Karberg & Co	London
Sonntag	Aug. 9	Walds	Amr. bk	1004	Adamson, Bell & Co	
Spartan	July 26	Vincent	Am. sch	85	W. H. Ray	
S. S. Ridgway	Sept. 13	Townsend	Amr. bk	833	Adamson, Bell & Co	
Tek Li	Sept. 23	Bushhold	Brit. bk	390	Chinese	
Tetuan	Sept. 10	Hysse	Brit. bk	438	Wieler & Co	
Three Brothers	Sept. 1	H. Kahlcke	Brit. bk	366	Chinese	
Trait d'Union	Oct. 1	C. Renouf	Fr. sch	355	Chinese	
Twilight	June 8	Warland	Amr. sh	1263	Adamson, Bell & Co	
Victor	Sept. 13	Forbes	Brit. bk	403	Siemssen & Co	
Wild Wood	Sept. 23	Sawyer	Amr. bk	1006	Russell & Co	
Wm. Manson	Oct. 1	H. Kindred	Brit. bk	366	Chinese	
Wrecker	July 16	Holmes	Am. lorch	55	Blackhead & Co	
Zouave	Aug. 3	R. C. Soper	Amr. sh	1202	P. & O. S. N. Co	

MACAO.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	Canton
Tat-sai	—	Lefavour	Brit. str	115	H. C. & M. Steamboat Co	Canton

CANTON.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Fa-yew	Oct. 1	Croad	Chi. str	920	C. M. S. N. Co	
Yottung	—		Brit. str	286	Chinese	
Alva	May 11	E. de Souza	Port. bk	632	Chinese	
Carl	May 24	Hansen	Siam. bk	535	Captain	

AMOY.

IN PORT ON 28TH SEPTEMBER, 1883.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Anna Bertha	Sept. 15	Krause	Ger. bk	480	Pasedag & Co	
Benedicta	Sept. 17	C. Daram	Ger. sch	240	H. A. Petersen & Co	
Confucius	Aug. 5	C. Simpson	Siam. sch	258	Captain	Bangkok
Faugh Balaugh	Sept. 21	Rute	Ger. sch	240	H. A. Petersen & Co	
Frohlich	Aug. 15	Moller	Ger. bg	360	Pasedag & Co	
Glenury	Sept. 15	Thomson	Brit. sch	283	Pasedag & Co	
Helene	May 4	—	Ger. bk	250	Boyd & Co	Laid up
Johann Carl	Sept. 15	Plorer	Ger. sch	144	Pasedag & Co	
Magenta	Sept. 21	Coalfleet	Brit. sch	327	Pasedag & Co	
Meridian	Sept. 21	Kruse	Siam. bk	345	Pasedag & Co	
Minerva	Sept. 25	P. Duhme	Ger. bg	319	Pasedag & Co	
Orient	Sept. 15	Roder	Ger. bk	461	H. A. Petersen & Co	
Peter	Sept. 18	Moller	Ger. sch	307	H. A. Petersen & Co	
Rachel	Sept. 23	R. Affleck	Brit. bk	282	Boyd & Co	
Roderick Hay	Sept. 92	Nicolson	Brit. bk	290	H. A. Petersen & Co	
Sofia	Sept. 15	Pehrson	Swd. bk	280	H. A. Petersen & Co	
W. Siegfried	Sept. 14	Hansson	Brit. bk	394	Pasedag & Co	
Wm. Minstrel	Sept. 23	Sevewright	Brit. bk	362	Boyd & Co	

FOOCHOW.

IN PORT ON 22ND SEPTEMBER, 1883.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Almatia	Sept. 13	Lapham	Am. sch	336	Chinese	
Guiding Star	Sept. 13	Schmitger	Brit. bk	311	Chinese	Tientsin
Lee Yih	Sept. 2	Calhoun	Brit. bk	225	Chinese	
Occident	Sept. 16	Beater	Ger. bk	251	Chinese	

SHANGHAI.

IN PORT ON 29TH SEPTEMBER, 1883.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Brunette	Aug. 10	Thurnbull	Brit. bk	374	Morris & Co	
Centaur	Sept. 13	Offersen	Ger. bk	469	Gipperich & Burchardi	
Chihaya Maru	Aug. 6	Yamomoto	Jap. bk	441	M. B. Kwaishia	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
Diamond	Sept. 17	Neso	Brit. bk	391	Morris & Co	
Earl of Elgin	Aug. 28	Morrison	Brit. bk	970	S. C. Farnham & Co	
Emma	Sept. 28	Koch	Ger. sch	219	Ed. Schellhass & Co	
Englee	Aug. 29	Gammon	Siam. bk	—	Master	
G. H. Wappaus	Sept. 23	Schroder	Brit. bk	533	Nils Moller	
Hilda	Sept. 28	Richter	Brit. bk	316	Nils Moller	
Kolga	Oct. 25	Bonis Bang	Ger. bk	540	Russell & Co	
Leander	Aug. 2	Hamilton	Brit. sh	848	Adamson, Bell & Co	London
Lucky	Aug. 22	Sequeira	Siam. bk	424	Master	
Otto	Sept. 28	Foltmasson	Ger. sh	1205	C. & J. Trading Co	
Satsuma	Sept. 20	Lord	Brit. bk	364	Morris & Co	
Siam	Aug. 10	Thomsen	Siam. bk	294	Butterfield & Swire	

NAGASAKI.

IN PORT ON 22ND SEPTEMBER, 1883.

Vessel.	Date of Arrival	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
Androklos	Sept. 21	Murrey	Brit. bk	392	Holme, Ringer & Co	
Francisca	Sept. 19	Gontard	Ger. bk	365	Holme, Ringer & Co	Chefoo
P. Pendleton	Sept. 8	Blanchard	Amr. bk	1231	C. & J. Trading Co	Repairing
Spartan	Sept. 13	Crossley	Amr. bk	747	Captain	Honolulu

YOKOHAMA.

IN PORT ON 22ND SEPTEMBER, 1883.

Vessel.	Date of Arrival	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
Alex. McNeil	Sept. 22	Sproul	Amr. sh	—	Smith, Baker & Co	
Alma	Nov. 18	Tibbey	Am. sch	52	J. D. Carroll & Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
E. v. Beaulieu	Nov. 20	Oetting	Ger. bk	336	Grosser & Co	
Gloaming	Sept. 13	Densmore	Brit. sh	1493	C. & J. Trading Co	
Guam	Aug. 23	Marns	Brit. sch	294	Master	
Kanagawa M'ru	Sept. 22	Eckstrand	Jap. bk	1184	M. B. M. Co	
Pearl	May 28	Howes	Amr. bk	536	Jardine, Matheson & Co	
Sagitta	Sept. 9	Taylor	Brit. bk	579	Fraser & Co	
W. H. Lincoln	Sept. 7	Daily	Amr. sh	1584	Master	

MANILA.

IN PORT ON 3RD SEPTEMBER, 1883.

Vessel.	Date of Arrival	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
Alex. Duthie	June 9		Brit. sh	1159	Smith, Bell & Co	
A. & W. C.	July 18		Dut. sh	1436	Ker & Co	New York
Continental	June 29		Amr. sh	1712	W. F. Stevenson & Co	New York
Elise	July 13		Ger. sh	1348	Macleod & Co	
F. Skalfield	July 12		Amr. bk	1063	Smith, Bell & Co	New York
H. A. Litchfield	Aug. 18		Amr. bk	633	Peele, Hubbell & Co	
H. G. Johnson	July 22		Amr. bk	1030	Ker & Co	
H. P'tzenberg	July 3		Ger. bk	553	Martin, Dyce & Co	London
Ida	July 20		Brit. bk	656	Holliday, Wise & Co	
J. E. Ridgway	July 13		Amr. sh	1803	W. F. Stevenson & Co	New York
John Nicholson	July 13		Brit. bk	685	W. F. Stevenson & Co	Liverpool
Importer	June 29		Amr. sh	1270	Smith, Bell & Co	New York
Motley	July 10		Am. sch	591	Smith, Bell & Co	New York
Pepita	July 12		Span. bk	512	J. Hayes & Co	
Undine	Aug. 18		Ger. bk	968	Smith, Bell & Co	Liverpool

CEBU.

IN PORT ON 3RD SEPTEMBER, 1883.

Vessel.	Date of Arrival	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
Friedlander	Aug. 2		Ger. sch	1637	Macleod & Co	United States
Gerd Hoye	July 30		Ger. bk	576	Smith, Bell & Co	Boston
Hermann	Aug. 1		Ger. bk	453	Macleod & Co	Put back
Hydra	Aug. 1		Ger. bk	786	Smith, Bell & Co	Channel
Joe Rauers	Aug. 17		Ger. bk	889	Macleod & Co	Channel

ILOILO.

IN PORT ON 3RD SEPTEMBER, 1883.

Vessel.	Date of Arrival	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
Centennial	July 18		Amr. sh	1286	Lochsinger & Co	New York
Cheshire	Aug. 16		Amr. bk	738	Smith, Bell & Co	Boston
Electra	Aug. 2		Amr. bk	643	Smith, Bell & Co	New York
Mikado	Aug. 10		Brit. bk	643	Anston & Co	Channel

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns	H.P.	Captain.	Where at
Albatross	screw sloop	4	840	Com. Hicks	Cruising
Audacious	double-screw iron frigate	14	4330	Captain R. E. Tracey	Cruising
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Singapore
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Cruising
Cockchafer	gunboat	4	470	Commander H. W. Hill	Amoy
Curaçoa	corvette	14	2540	Captain Austruther	Cruising
Daring	composite sloop	4	920	Com. F. J. J. Elliott.	Cruising
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Commander Gamble	Hongkong
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Korea
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Shanghai
Kestrel	double-screw gun-vessel	4	830	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Cruising
Magpie	surveying vessel	3	600	Com. Hon. F. Vereker	North Borneo
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Pegasus	sloop	6	970	Com. Bickford	Chefoo
Sapphire	corvette	12	2360	Capt. J. R. T. Fullerton	Cruising
Swift	double-screw gun-vessel	5	1010	Commander Collins	Canton
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle-despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Tientsin
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Yokohama

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Name.	Flag.	Guns.	H.P.	Captain.	Where at.
Abreck	Russian gunboat	7	300	Captain Sohans	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	—
Aragon	Spanish frigate	—	—	Captain J. R. Hiquero	Manila
Cher	French gunboat	—	—	Commander Lafon	Hongkong
D. of Edinburgh	Russian ironclad	18	900	Captain Giera	Shanghai
Ermak	Russian transport		80	Captain Kaltchan	Vladivostock
Essex	American gun-vessel	6	1200	Capt. McCormack	Nagasaki
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostoc
Iltis	German gunboat	8	100	Commander Klausa	Canton
Kersaint	French corvette	—	375	Commander Beaumont	Hongkong
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Hongkong
Leipzig	German corvette	16	4800	Captain Herbig	Shanghai
Lutin	French gunboat	4	100	Captain Rouvier	Canton
M'ques del Duero	Spanish gunboat	—	—	Capt. Domingo Caravaca	Manila
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Hiogo
Morge	Russian gunboat	7	80	Commander Tatarinoff	Nagasaki
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Palos	American gunboat	6	200	Lieut.-Commander Green	Canton
Plastoun	Russian corvette	8	—	Captain Boliansky	Saigon
Richmond	American frigate	14	800	Captain Skerrett	Yokohama
Skobeleff	Russian corvette	—	—	—	Japan
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Petersburg	Russian transport	6	—	Captain Sidenener	Vladivostock
Stosch	German corvette	19	700	Captain von Bachholtz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Canton
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Triomphante	French corvette	14	—	Captain Baux	Hongkong
Velasco	Spanish cruiser	—	—	Capt. T. M. Warleta	Manila
Vestnik	Russian cruiser	—	—	Captain Avelan	Vladivostock
Villars	French cruiser	15	600	Captain Dewatre	Hongkong
Volta	French corvette	—	—	Captain Fournier	Tientsin
Wolf	German gunboat	4	340	Commander von Raven	Shanghai

CANTON GUNBOAT SQUADRON.

Name.	Flag and Rig.	Guns	Tons	H.P.	Commanders.	Station.
An-lan	Viceroy's gunboat	7	250	75		Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chien-jui	Revenue cruiser	3	80	17		Hongkong
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Ching-tsing	Viceroy's gunboat	4	180	66	F. Bessard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-chong-ching	Viceroy's gunboat	—	—	—		Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Peng-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	Hongkong
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Canton
San Hang	Viceroy's gunboat	..	—	—	Yang Yung Lin	Hongkong
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

Printed and Published by R. CHATTERTON WILCOX, Wyndham Street, Hongkong.